THE LITERARY DIGEST

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PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

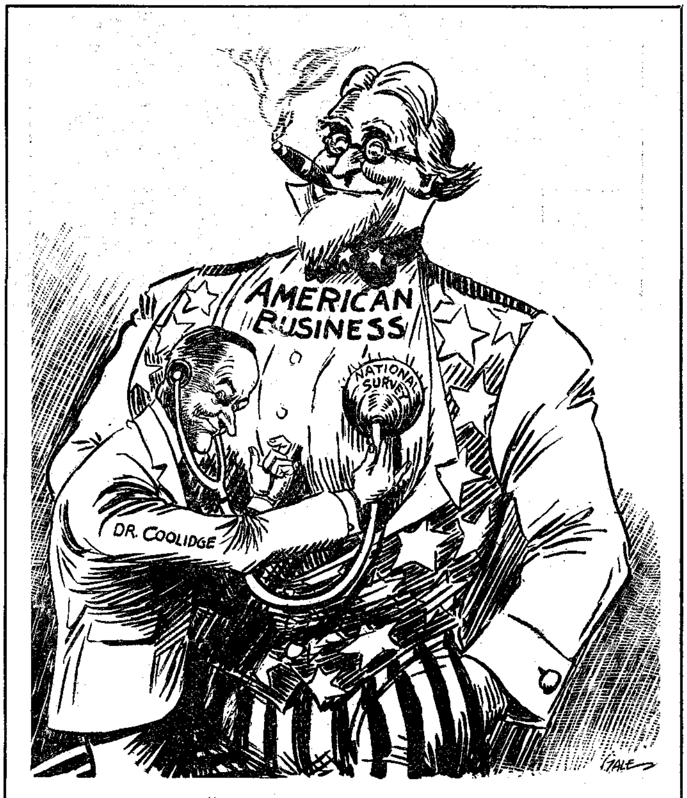
Vol. XCV, No. 12 New York, December 17, 1927 Whole Number 1965

TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

COOLIDGE'S FIGHTING MESSAGE FOR PROSPERITY

A FIGHTING MOOD, unusual in the calm Calvin Coolidge, is seen by many surprized observers to pervade the latest Presidential message to Congress. True, the main subject, prosperity, is soothing enough, but Mr. Coolidge appears almost willing to challenge to mortal combat those who would oppose his particular methods of perpetuating prosperity. The vigor, the confidence, the militant tone of this message impress correspondents and editors. It is "with the brisk stride of a drum-major" that the Birmingham *News* sees the President parading himself before the country. Certainly, says another Southern daily, the Atlanta *Constitution*, "he is not a trimmer." "Straight from the shoulder," the San Francisco *Chronicle* hears him speaking. It is this "belligerent note" that the Los Angeles *Express* finds giving spice to the often perfunctory report "on the state of the Union." The point, as Robert Barry, New York *Evening World* correspondent, puts it, is that "the President offered combat to almost all of the really powerful political forces centering on the national capital." For the message, as C. L. Linz of the New York *Journal of Commerce* reminds us, contained "a warning to Congress against special interests seeking undue relief from taxation, against the enactment of price fixing and subsidy legislation for agriculture, against tinkering with the tariff and against enacting an all-inclusive flood program in advance of competent data." "Thus did the Chief Executive strike out at those not in sympathy with Administration policies."



"SOUND AS A DOLLAR!"
—Gale in the Los Angeles *Times*.

The President is so clear-cut and firm on matters which divide minds on Capitol Hill that he has made a stormy session of Congress certain, in the opinion of the Kansas City *Journal-Post*. Certainly, reports a New York *World* correspondent, the message "had more knocks than boosts" for the pet projects of Congressmen. His conservative attitude on farm relief has made the farm bloc "grimmer and sorer than ever"; "the Boulder Dam people get a slap"; the President "infuriates" the Shipping Board and irritates the Congressmen who insist that the Board is responsible only to Congress, and finally "he stirs up the Southerners by suggesting an antilynching bill." What an unpopular message, continues the correspondent—"the Democrats sneer at it as insipid where it is not peevish; the Republicans criticize individual features," and even the Anti-Saloon League is not very joyful. It was courageous in the President, thinks the Spokane *Spokesman Review*, to hold his ground "against pressure from two powerful organized interests: he does not yield to farm forces that are pressing for price-fixing, subsidies and government in business; and he does not yield to the demands of the United States Chamber of Commerce for excessive reduction of Federal taxes and a gigantic flood-control raid on the Treasury." The St. Louis *Star* thinks it was a "cold, hard rebuke" that the Chamber of Commerce received, altho the New York *Telegram* prefers to consider it a "very human and interestingly peevish crack at the Chamber."

Turning for just a moment to the executive utterance that stirs up all this excitement, we are bound to notice that our prosperity furnishes the keynote to the President's first message to the Seventieth Congress. He starts right off by saying that "the country as a whole has had a prosperity never exceeded" and "if the people maintain that confidence which they are entitled to have in themselves, in each other and in America, a comfortable prosperity will continue." Following naturally upon this comes the declaration that "without constructive economy in government expenditures we should not now be enjoying these results or these prospects." But we must remember "that our war debt still remains," and therefore "the nation must make financial sacrifices, accompanied by a stern self-denial in public expenditures, until we have conquered the disabilities of our public finance." We have already reduced our war debt from $26,600,000,000 to $17,975,000,000 at the end of this fiscal year, with a reduction of annual interest charges from $1,055,000,000 to $670,000,000.

President Coolidge comes to a matter of universal interest when he says that "the immediate fruit of economy and the retirement of the public debt is tax reduction." The tax-reduction plan recommended by the Secretary of the Treasury has his "complete support." Then follows the pointed and vigorous paragraph which correspondents and editors assume to be directed at the Chamber of Commerce of the United States:

> "Any bill for tax-reduction should be written by those who are responsible for raising, managing, and expending the finances of the Government. If special interests, too often selfish, always uninformed of the national needs as a whole, with hired agents using their proposed beneficiaries as engines of propaganda, are permitted to influence the withdrawal of their property from taxation, we shall have a law that is unbalanced and unjust, bad for business, bad for the country, probably resulting in a deficit, with disastrous financial consequences."

"We were unable to come to an agreement with Great Britain," declares Mr. Coolidge, and so plans for further naval limitation were abortive. We should, therefore, go ahead with such naval building permitted by the Washington conference as our own needs dictate.

The second surprizingly sharp utterance in the Coolidge message comes in the paragraph dealing with our merchant marine:

> "The Shipping Board is constantly under pressure, to which it too often yields, to protect private interests, rather than serve the public welfare. . . . Public operation is not a success."

President Coolidge is for good roads, not only in our own country, but throughout Mexico, Central America, and South America. He goes on:

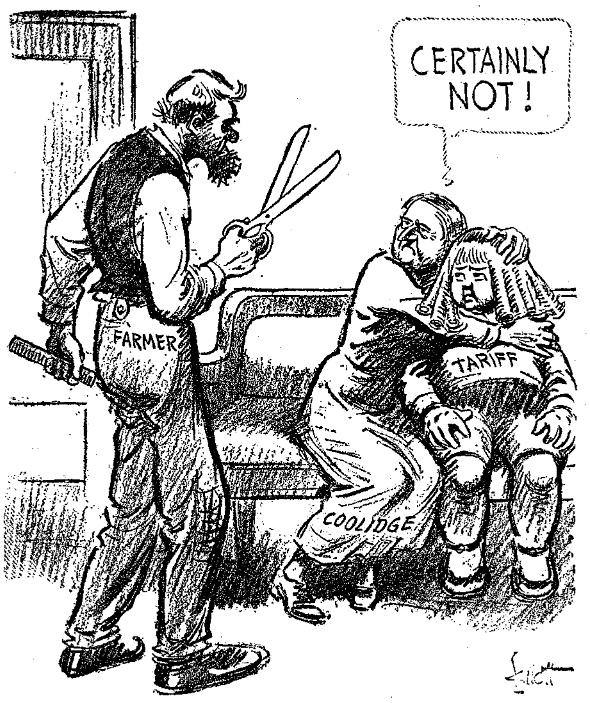
> "We ought to lend our encouragement in any way we can for more good roads to all the principal points in this hemisphere south of the Rio Grande. Authority should be given by law to provide these countries at their request with engineering advisers for the construction of roads and bridges. Private interests should look with favor on all reasonable loans sought by these countries to open such main lines of travel."

The aim of any farm-relief program, in the opinion of this farm-raised President, should be "to assist the farmer to work out his own salvation, socially and economically. No plan will be of any permanent value to him which does not leave him standing on his own foundation." Specifically:

> "Government price-fixing is known to be unsound and bound to result in disaster. A government subsidy would work out in the same way. It can not be sound for all of the people to hire some of the people to produce a crop which neither the producers nor the rest of the people want.
>
> "The Government can, however, assist cooperative associations and other organizations in orderly marketing and handling a surplus. A beginning could be made by setting up a Federal board or commission giving encouragement to the cooperative movement in agriculture and providing a revolving loan fund of a moderate rate of interest for the necessary financing."

President Coolidge does not believe "that a reduction of tariff rates on industry would benefit agriculture":

> "Everything the farmer uses in farming is already on the free list. Nearly everything he sells is protected. The largest and best and most profitable market for the farmer in the world is our domestic market. Any great increase in manufactured imports means the closing of our own plants. Nothing could be worse for agriculture."



THE OLD MAN WANTS TO TRIM HIM

—Knott in the Dallas *News.*

The subject of flood-control takes up a large share of the President's attention. He points out that Congress will receive the report of the Army engineers which calls "for a raising and strengthening of the dike system with provision for emergency spillways and improvements for the benefit of navigation." He thinks that the land adjacent to these improvements should bear part of the expense—"to say that it is unable to bear any expense of reclamation is the same thing as saying that it is not worth reclaiming." "Legislation by this Congress should be confined to our principal and most pressing problem, the lower Mississippi; considering tributaries only so far as they materially affect the main flood problem." In other words, "the recognized needs of the Mississippi should not be made a vehicle for carrying other projects." Incidentally, President Coolidge favors with certain reservations the development of inland waterways, the Boulder Dam project, and the disposal of the Muscle Shoals plant.

On the vexed subject of Prohibition, President Coolidge calls attention to the fact that Congress and the States, "with one or two notable exceptions," have passed laws for enforcing the Eighteenth Amendment—

> "This imposes upon the citizenship of the country, and especially on all public officers not only the duty to enforce but the obligation to observe the sanctions of this constitutional provision and its resulting laws. If this condition could be secured, all question concerning Prohibition would cease."

President Coolidge thinks "the Congress should enact any legislation it can, under the Constitution," to provide for the elimination of lynching. He is of the opinion that "much good could be accomplished" through the establishment of a Cabinet Department of Education and Relief. He finds our relations with foreign countries improved during the year, and believes "we should continue to promote peace by our example, and fortify it by such international covenants against war as we are permitted under our Constitution to make."

Many of the Democrats find little of real merit or deep interest in this Republican Presidential message. To the New York *Morning Telegraph* it is merely "a stereotyped reproduction" of previous messages. With "infinite sobriety" the President has in this message "pounded a pile of old straw," declares the Mobile *Register.* The New York *World* finds the message "vague to the point of sheer unintelligibility on practically every contentious issue." The Charleston *News and Courier's* scrutiny of the message discovers "everywhere throughout its thousands of words qualifying clauses hung to the assertions to make them safe." With a wealth of picturesque phrase, the Birmingham *Age-Herald* describes the message as being "idle as a painted ship upon a painted ocean," and written "with the outlook of a New England country storekeeper, the caution of a Republican old guardsman, and the virtuous assumptions of a partizan looking ahead toward a Presidential campaign." To the Louisville *Courier-Journal* (Ind.), the President appears to have written "just another message." And the Baltimore *Sun* (Ind.), which is read by a great Democratic constituency, concludes that the reader can find in the message whatever he wishes to find,

CAN YOU ANSWER THESE?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. In what section of Europe is war predicted for 1930? (p. 16).
2. What was the ancestor of our domestic turkey? (p. 25).
3. What was last year's income of the people of the United States? (p. 22).
4. What are the *Bekjis?* (p. 20).
5. Are all American students at Oxford Rhodes Scholars? (p. 29).
6. Of what American Indian tribe is it said: "They have never been whipt"? (p. 40).
7. Is it unethical for a scientist to patent his discoveries? (p. 24).
8. What is our annual expenditure for the Army and Navy? (p. 12).
9. What does wood alcohol do in causing blindness? (p. 23).
10. What is the distinction between a weed and a plant? (p. 23).
11. What is the dynamite in the Franco-Jugoslav treaty of friendship? (p. 16).
12. How many women have been elected members of the British Royal Academy? (p. 26).
13. How much did it cost Henry Ford to change the model of his car? (p. 10).
14. What noted plainsman is said to have killed 30,000 buffaloes? (p. 38).
15. What distinguished authority on aviation declares that woman aces are "absolutely the equal of men"? (p. 34).
16. What country for the first time in history recently had a census taken of the population? (p. 20).
17. What does the Christian Church insist on in the relation between employer and employee? (p. 31).
18. What European nation is described as "the people suffering from attacks of the nerves"? (p. 17).
19. How do airplanes carry life-lines to sinking vessels? (p. 23).
20. Who are the most famous among the Russian Communist leaders expelled from the Communist party? (p. 18).
21. What woman flyer recently made a record by carrying a passenger to an altitude of 19,000 feet? (p. 36).
22. What Power possesses the second largest Army in Europe? (p. 12).
23. How much did the United States spend on food last year? (p. 22).
24. What two European countries are said to be striving for supremacy in the Mediterranean? (p. 16).
25. What foreign nation helped found the Chicago Public Library? (p. 28).

couched in words undoubtedly sincere, but also "undoubtedly vague and inexpensive." Outside of Democratic circles the Salt Lake City *Deseret News* (Ind.) notes the absence of anything new or startling, while the total impression produced on the Chicago *Evening Post* (Ind.) is "that of a man doing his dispassionate duty with a certain pride in it, but a little wearily." A hostile note creeps into the comment of Editor Charles K. McClatchy of the Sacramento *Bee* (Ind.), who finds the message saying "a great deal of nothing upon a number of subjects," and when it does speak with some sort of decision being in perfect harmony "with the wishes, aims and schemes of the public utility and other great corporations, and against the best interests of the people."

But it is the picture that the President draws of prosperity which pleases many a commentator. This picture, declares the Omaha *Bee-News* (Rep.), "is not fanciful, but rests on solid facts of debt and tax-reduction." No one, the Seattle *Times* (Ind.) insists, can read the message "without being convinced that if its recommendations were promptly and explicitly carried into effect the continued prosperity and progress of the nation would be assured." The Denver *Post* (Ind.) is moved to this interesting reflection on the prosperity angle of the message:

> "With industrial wheels turning at top speed, with the purchasing power of agriculture at its highest level in years, with savers and investors providing capital for new construction, and with a comfortable treasury surplus burning the pockets of Congress, the President's plea for continued self-denial in public expenditures until the United States has liquidated its war-time obligations, is not only timely but necessary."

"The President has no happy plan for curing the agricultural distress, but neither, as far as we know, has any leader of the President's political opposition," concludes the Norfolk *Virginian-Pilot* (Dem.). It is evident enough to the Minneapolis *Tribune* (Rep.) in the Northwest that Mr. Coolidge is firmly set against the McNary-Haugen formula and the National Grange's debenture plan. The Fargo *Forum* (Ind.) in North Dakota finds the President "taking a very sane and sound position in the matter of agriculture."

Farm leaders in Washington were not disappointed with the message, because they had expected little encouragement, reports O. M. Kile in one of his Washington dispatches. While "big-business beneficiaries of the present high tariff will be delighted," the Springfield *Illinois State Register* (Dem.) says that "farmers who believe that they are now paying too much for what they buy and receiving too little for what they produce feel that the President denies them a share in national prosperity." The message is a failure, declares the St. Paul *Pioneer Press* (Rep.) in so far as it does not lead the way to fulfilment of the Republican party's "long overdue pledge to agriculture," and the Des Moines *Register* (Ind.) is imprest by the completeness with which the President ignores the farmer's demand for equality.

The President's long discussion of flood-relief also arouses diversified comment. The Houston *Post-Dispatch* (Dem.) tells him that he can not expect the flood-devastated regions to make further heavy contributions to Mississippi flood-relief, while the Nashville *Tennessean* (Dem.), says: "The President fails to grasp the fact that flood prevention and control constitute a national problem."

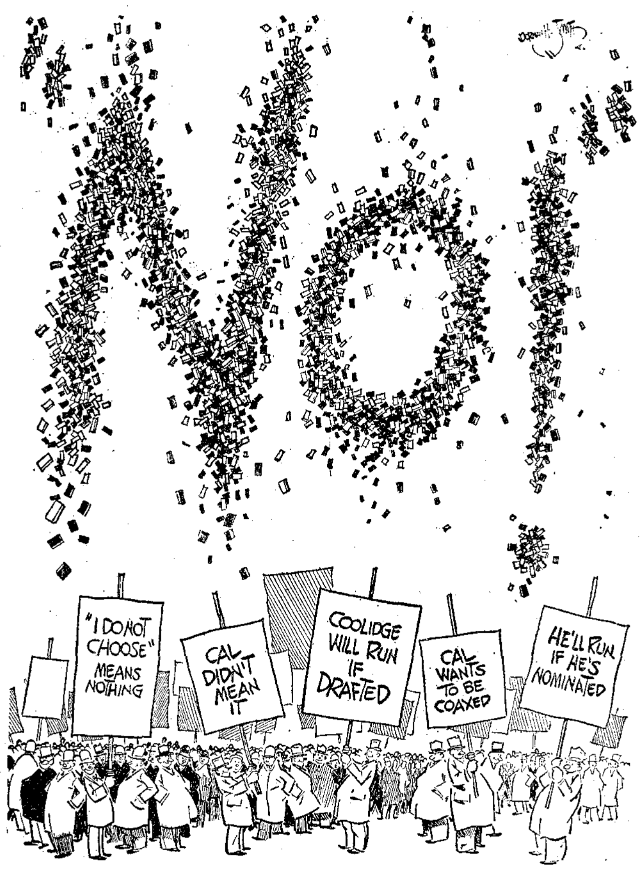
Of the subjects touched on more briefly in the message, that of Prohibition perhaps excites the most comment. The Boston *Transcript* sees absolutely no hint that the Republicans should have a strong dry plank in 1928. But such an experienced political writer as David Lawrence finds the President coming out strongly on the dry side.

PRESIDENT COOLIDGE SAYS:

Prosperity is here to stay.
Government economy must continue.
Reduce taxes, but allow for a surplus and debt reduction.
Leave tax-reduction to Congress.
Continue our naval-building program.
The Shipping Board too often serves private interests.
Help the South Americans to build highways.
Relieve the farmers without price-fixing or subsidy.
The tariff should be left alone.
Confine flood-control to the lower Mississippi.
Prohibition enforcement would be simple if everybody obeyed the law.
Enact new laws against lynching.
Set up a Department of Education and Relief.
Make any peace pacts that are constitutional.

THE REPUBLICAN FREE-FOR-ALL STARTS

THE RACE FOR THE REPUBLICAN Presidential nomination actually began on December 6, many political observers declare, when President Coolidge's second declaration that he is not a candidate for reelection opened wide the gate for other entrants. "Now the barrier is raised, and the unleashed pack of candidates will leap forward in full cry," exclaimed one Western editor. "The field is now open to all aspirants," agrees the Philadelphia *Inquirer* (Rep.). "The campaign was under way from the moment the President's statement left his lips," declares the Philadelphia *Public Ledger* (Ind.), which adds: "The Republican party now knows where it stands, and can set about the task which is before it." "The President has not only clarified the situation in his own party, but has given a great impetus to the Presidential campaign," thinks the Democratic New York *Times*. In slamming a door in the face of his own renomination, papers of all parties agree, he has thrown open another through which candidates will enter the arena. As the St. Paul *Pioneer Press* (Rep.) puts it: "The race is on. The field is bunched at the start; the convention is the half-mile post, the election the finish line. Choose your favorites, pick the winner, citizen voters, and watch the world's greatest race."


NO!
"I DO NOT CHOOSE" MEANS NOTHING
CAL DIDN'T MEAN IT
COOLIDGE WILL RUN IF DRAFTED
CAL WANTS TO BE COAXED
HE'LL RUN IF HE'S NOMINATED

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A TON OF BRICK

—Smith in the New York *American*.

In his Black Hills announcement of August 2, Calvin Coolidge said: "I do not choose to run for President in 1928." In his second statement, made at the White House to the National Republican Committee, he reaffirmed the earlier one in the following words:

> "My statement stands. No one should be led to suppose that I have modified it. My decision will be respected.
>
> "After I had been eliminated the party began, and should vigorously continue, the serious task of selecting another candidate from among the numbers of distinguished men available."

Immediately on the heels of this announcement came one from Senator Frank Bartlette Willis, of Ohio, taking cognizance of the fact that his name has been mentioned in connection with the nomination, and saying in part: "If the Republicans of Ohio feel that I can creditably represent them as their candidate in the forthcoming national convention, I shall feel it a great honor to do so." And at the same time Charles Evans Hughes gave out the following:

> "I am not a candidate in any sense. I am keenly disappointed by Mr. Coolidge's decision, but so far as my own attitude toward the candidacy is concerned, I stand by the statement I made last May. I have nothing to add to it."

In his statement of May 20 Mr. Hughes declared himself "for President Coolidge, first, last, and all the time," and added: "I am too old to run for President, and I would neither seek nor accept the nomination." Among the possible nominees remaining, the correspondents mention Secretary Hoover, Vice-President Charles G. Dawes, Frank O. Lowden, Senator Charles Curtis, and Speaker Nicholas Longworth. Mr. Hoover has made no formal statement, but some of his friends are quoted as saying that his candidacy will be announced early in the new year. Mr. Dawes has said that he is not a candidate and that he is for Lowden, but the correspondents continue to discuss him as a prominent possibility. Mr. Lowden has not committed himself beyond saying that no man ever ran away from the Presidency. Senator Curtis's hat is in the ring, where he threw it some weeks ago. In taking the Speaker's gavel on December 5, Mr. Longworth declared that he expected to be reelected to the House next year, and that he would rather hold the office of Speaker than any other within the gift of the people.

"The contest is now between Hoover and Dawes," declares W. W. Jermane in his Seattle *Times* Washington correspondence; and he goes on to say: "The initial advantage is with Hoover, since Dawes can do no work until Lowden has dropt out. Ultimately, the race may be close between them. Dawes has more political strength than Hoover, and Hoover more popular strength than Dawes."

"The Hoover movement is expected to take on great activity immediately," reports George van Slyke in a Washington dispatch to the New York *Sun* (Rep.); and he goes on to say:

> "While the Secretary has denied stedfastly that he was promoting his own candidacy, it has been an open secret that Hoover field agents have been hard at work spreading the propaganda. They have been in New York State for several weeks, and have made some important contacts. No political exigencies will now restrain them from driving hard ahead. Hoover is expected to go into the early primaries well organized. He will go to the convention with strong following."

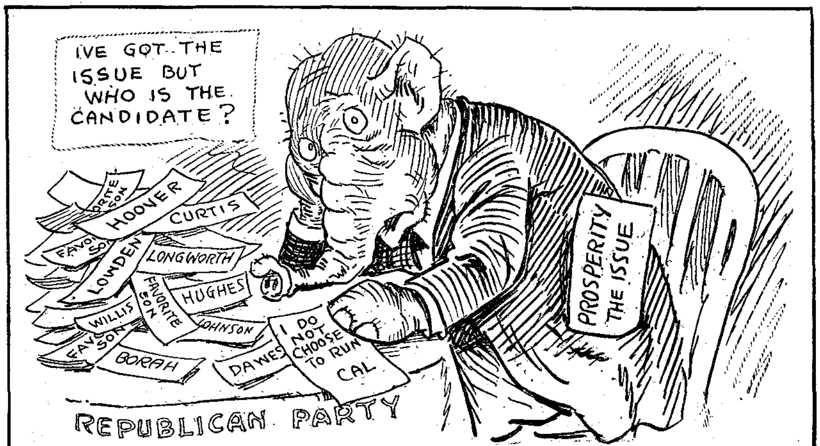
The Lowden boom, according to the same correspondent, is the one least influenced by the President's withdrawal, because "the Illinois man has been actively in the States preparing for the primaries, and has his organization functioning." But the Springfield (Ill.) *State Register* predicts that "farm organizations and their political allies cooperating with Lowden leaders will now 'step on the gas' and put Lowden to the front as agriculture's candidate."

The would-be candidates have little time to lose, explains a Washington correspondent of the United Press, for "the work of organizing campaigns for delegates in forty-eight States is a gigantic task." As he explains:

> "By February 10 nomination petitions must be filed in Illinois. By February 24 petitions must be filed in Ohio and New Hampshire. The first primary will be held in New Hampshire, March 13. From then on until convention time in June there will be a rapid succession of State primaries."

Most political observers seem to believe that President

Coolidge's statement that he will not be a candidate for renomination eliminates him finally from the 1928 race, even tho he did not follow the example of General Sherman and say that if nominated he would not accept and that if elected he would not serve. This is also the opinion of the great majority of the national committeemen to whom his statement was made. "The President is out, and out without qualification. He can no longer be brought forward as a possible draftee," declares committeeman Richard P. Ernst of Kentucky; and this assertion is echoed with slight variations by most of his colleagues. This is the view also of Vice-President Dawes, Senator Borah, Postmaster-General New, Senator Curtis, and of many other Republican leaders; and it prevails in the editorial columns of the daily press. "It is impossible now to talk of drafting Mr. Coolidge, however much his decision may be regretted," says the Philadelphia *Inquirer* (Rep.). "To continue to count on his nomination would be an implied insult," declares the Denver *Rocky Mountain News* (Ind.). "He will not run," insists the New York *Telegram* (Ind.). And in the New York *Evening Post* (Ind.) we read:



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WHAT TO DO?

—Morris for the George Matthew Adams Service.

> "Those who now seek to keep alive the 'deadlock' or 'drafting' assumptions are not only casting an unpleasant shadow upon the President's good faith; they are also hurting the Republican party by preventing a full and free consideration of the real candidates for the Presidential nomination."

The country must accept his refusal as final, declares the Newark *News* (Ind.). "Further Coolidge propaganda will be a breach of good taste," avers the Philadelphia *Record* (Dem.). And in another Democratic paper, the Brooklyn *Eagle*, we read:

> "It may be impossible up to the very last to convince the die-hards that the President will not yield to party pressure, but the great majority of the politicians and their following will take him at his word. So far as it can be done by words he has striven to remove the last remaining element of doubt from the public mind. Nothing in his career has been finer than his deliberate renunciation of a distinction never before conferred upon any of his predecessors and which could have been his for the taking. The motives inspiring him to this course we do not know. He has given no public explanation of them, nor is he likely to do so in the future. But it should be plain to all except the wilfully blind that his words, spoken yesterday, were intended mainly for the conscriptionists who did him the injustice of thinking that what he said at Rapid City was merely the announcement of a personal preference which he would weakly sacrifice under pressure."

But the so-called Coolidge "die-hards" still refuse to believe that their candidate has eliminated himself beyond all possibility of recall. In the Republican National Committee we find such influential members as C. Bascom Slemp and William R. Wood clinging to the idea that something may yet happen to give the Republican party Calvin Coolidge as its candidate. His statement, says Mr. Slemp, "certainly does not preclude activity of the party in his behalf." Nor does it say, points out Mr. Wood, "that he would not accept the nomination as a duty to his party." Senator Fess, of Ohio, does not see anything in the statement that would prevent the President being chosen in case of a deadlock.

Turning to the Republican press, we find a number of editors harboring similar ideas. "We reiterate our conviction that if he is named, he will not run away," says the New York *Herald Tribune*. "There is a chance, remote tho it be, that something will happen which will compel Calvin Coolidge to run next year," admits the New York *Sun*, which adds: "A national crisis, wherein the President's reelection would be highly necessary, or a convention threatened with the chaos which engulfed the Democrats in Madison Square Garden—such a contingency might compel Mr. Coolidge to put aside his own inclination. Either situation might break down the door which he has closed." It is still possible that President Coolidge will be drafted, thinks the *Argus Leader*, of Sioux Falls, South Dakota. And *The Jersey Journal*, of Jersey City, even goes to the length of declaring that "Coolidge can't be 'eliminated.'" Says this Republican daily:

> "President Coolidge doesn't want to be President again, but that doesn't mean that President Coolidge would refuse the tremendous compliment of a demand for his renomination. Unless all signs fail, he is going to be drafted by his party, just as other Americans were drafted for the World War, and as those other men answered their country's call, it may be taken for granted that he will answer the call of his party."

"When the Republican National Convention assembles, and the question arises, 'Who is our best man?' there will be only one answer, in spite of Mr. Coolidge's personal attitude," predicts the Washington *Post*, an independent paper with strong Republican sympathies. And it adds:

> "The very fact that Mr. Coolidge has found it necessary to reiterate his wish to eliminate himself proves that the Republican party has not abandoned its desire to renominate him. In spite of the evident sincerity of the President's personal wish to retire, the question may be decided, not by him, but by the people of the United States. Do they wish him to retire? There is no evidence of it.
>
> "Mr. Coolidge is more popular than ever. His success as President has been phenomenal, and the public ascribes that success to him and not to circumstances. The country's prosperity is credited to him. Of course, no one wishes to see prosperity disappear. For this reason, President Coolidge is preferred by the rank and file of Republicans over all others who may be considered for the Presidency next year. He has greater strength among independent voters than any other Republican could hope to gain. It is an unprecedented situation."

President Coolidge's statement, notes the New York *World*, "is a strong and sincere statement of his desire not to be drafted," but "it is not a statement that he will refuse to be drafted." And this Democratic daily goes on to say:

> "Why, then, did Mr. Coolidge not settle the question beyond all possibility of doubt? It would have been easy to do so by following the classic precedent of Sherman, who said that he would not run if nominated and would not serve if elected. The answer may be that Mr. Coolidge believes that no man has the right to bind the future so absolutely as that. He may feel that he does not wish to run, that he does not intend to run, but that circumstances might conceivably arise, now unforeseen, which would make it essential to the national interest that there be no change of Administration.
>
> "We assume that he is not a candidate and that he will not be a candidate except in the event of some genuine, serious national emergency of which there is as yet no sign."

HENRY FORD AS SUPER-SHOWMAN AND SALESMAN

THERE WAS NEVER MORE PUBLIC EXCITEMENT in Denver, "except at the time of the famous robbery of the United States Mint." In New York the elect were invited to a private "pre-view" in the Empire Room of the Waldorf-Astoria. "In New Haven the Mayor presided at the unveiling ceremonies," says *The Register* of that city. In Cleveland the mounted police had to be called out to handle the excited populace. And so on, from the Atlantic to the Pacific. The cause—a new Ford car. The most remarkable exhibition of salesmanship in the history of the country, thinks the Kansas City *Star*, was the advertising campaign which aroused and concentrated public interest in the new chariot. This intensive campaign, lasting but five days, is said by the New York *World* to have cost $1,700,000. It was an amazing instance of how public interest can be worked up to a point where obvious advertising matter becomes news, observes the El Paso *Times*. For many months the new Ford car had been a topic of conversation and of speculation not only in the United States and Canada but throughout the world.

Anything that Mr. Ford does, explains the Indianapolis *News*, is news. He had so planned the announcement of his new car that public curiosity was aroused to the highest pitch. This curiosity, we are assured, was entirely natural and spontaneous; the wave of paid advertising that flooded the country merely accentuated it. Nor is the business aspect to be overlooked; to the Columbia *Record*, "the arrival of the new Ford is an event of economic significance to the entire world." Henry Ford and his son Edsel, says Robert J. Bender in a United Press dispatch from Detroit, "reached down into the pants of the Ford Motor Company for $100,000,000 with which to change over from the old Model T." When they give the order to speed up production to the limit, points out the Columbus *Ohio State Journal*, "the whole nation will feel the thrill and share in the betterment."

But it is the showmanship of the Ford organization, cooperating with a well-known advertising agency, that catches the country's editorial eye. As the Springfield *Union* puts it:

> "With the simultaneous 'unveiling' in all cities in the United States, as well as in many foreign cities, of the new Ford models, Mr. Henry Ford takes his place as the master showman of all times. The mystery with which the new car has been surrounded, the tremendous interest aroused in this and other countries, and the huge volume of newspaper publicity which has attended the change of the Ford designs constitute an advertising feat which never has been equaled. Best of all, it has been legitimate advertising, a wholly proper as well as amazing use of publicity for the promotion of business.
>
> "The Ford car has been the people's car, within the means of the ordinary workingman and holding its own against all competition in its class. Fifteen millions have been made and sold. Is it any wonder that the appearance of a new model, embodying striking changes and improvements, has tremendously excited public interest?"

It will be recalled that when public curiosity had been aroused to the highest pitch and people awaited with unconcealed eagerness the news about the new car, Mr. Ford, in a series of full-page newspaper advertisements in some 2,000 daily newspapers, announced the details of the Model T's successor. Moreover, we read in the Nashville *Tennessean:*

> "In the official announcement we find evidences that Mr. Ford, like the equally well-known Model T, has experienced a most decided change. It has not been many years since he declared that advertising was an economic waste, yet the new production is heralded with an expenditure for newspaper space never perhaps surpassed in announcing any commodity. Not very long ago Mr. Ford was quoted as having deprecated art, and yet in the announcement of the new model he is stressing its beauty.
>
> "It has been stated with a degree of authority that warrants belief that already between 100,000 and 200,000 of the new models have been sold 'sight unseen.' This is an extraordinary tribute to the public's confidence in Mr. Ford."

But we mustn't forget "that masterly advertising campaign," remarks the Chicago *Evening Post*, and it goes on:

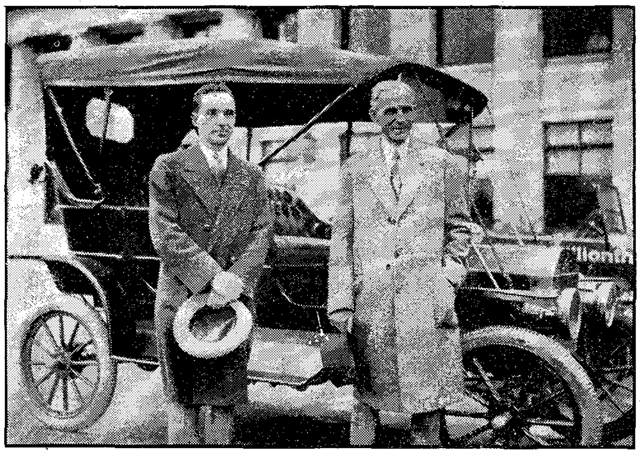
> "Suspense is essential to effective drama. To create a feeling of suspense, with its thrill of expectancy, is the aim of every dramatist who knows his art. Mr. Ford has achieved that aim.
>
> "For months he had had the whole country waiting the advent of the new car. Everywhere it has been topic of conversation. As the time approached for its début, postponement heightened interest. Why the delay? Was Ford encountering difficulties? Had some feature of the design or mechanism disappointed him? Such were the questions one heard."

"The old Ford, Model T, is gone—but not forgotten," says an editorial writer in the Detroit *News*, whose heart "remains true to the old brass radiator." Moreover, we are told:

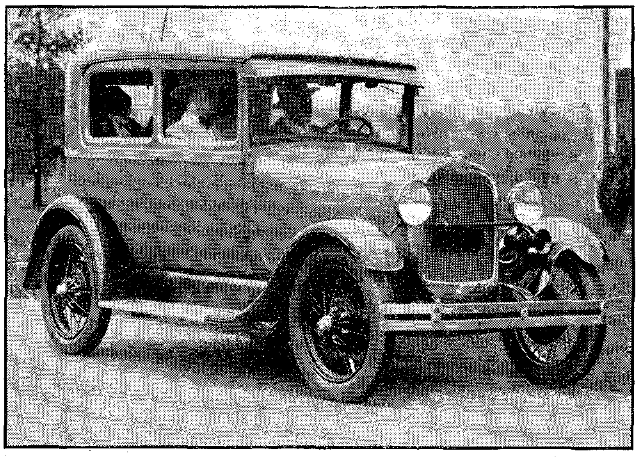
> "It is probably true that the man whose first car was a Ford never again received such a thrill as that humble luxury brought him. He advances with prosperity and an increased waistline to more expensive products, but it was the first Ford, the first surprizing luxury of life, around whose shiny sides he walked with the dust-cloth in his hand and proud ownership in his glance. It was unmistakably and unbelievably his own.
>
> "The man with the brass-radiator Ford knew at first hand all about the little roller and spring in the commutator, what to do when the coils under the dash got wet, and how to jack up the rear end to crank the stiff motor on a frosty morning. He knew, perhaps, what became known as a 'Ford fracture' in the process. He was familiar with each grease-cup.
>
> "And what man ever reached the point where there was nothing left to add to his Ford? What Christmas did not see the addition of an ash-tray, a windshield-wiper, a new heater, a mirror, a foot-throttle, a dingus here and there and everywhere? Small children have slept on the rear seats while their elders tented near by. Whole families have moved bag and baggage from one State to another. It was never so shabby that the guest could not ride in it; never so dignified that you couldn't carry home a sack of potatoes.
>
> "Is there another single thing produced by man that did so much for so many? To millions it was the first tangible evidence of a modest place on Easy Street; to millions more it was the sole extravagance in a life otherwise drab and colorless."

In a New York City editorial sanctum we find another who drops a tear on the unmarked grave of the Model T. Says an *Evening Post* writer:

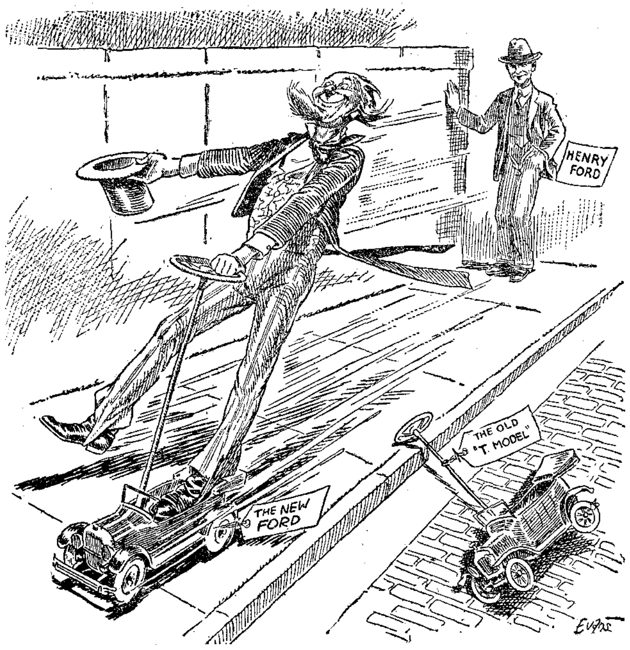
> "The old Ford dript oil into our upturned faces as we lay under it on country roads at midnight. The new Ford is shown off like a modiste's mannikin to a generation which has lost the joy of getting its hands dirty. The old Ford ruined ten million pairs of overalls. The new Ford is unveiled in hotel ballrooms by salesmen in dinner jackets.
>
> "The new Ford is new; but it isn't a Ford. It has theft-proof coincidental locks, pressure grease-gun lubrication, and five steel-spoke wheels; it is as silky as a débutante and as neat as a watch; it will go sixty-five miles an hour and thirty miles on a gallon; it has a gas-tank behind the engine and a switch for all lights on the steering post; it was made with Johannsen precision gages, accurate to the incalculable fraction of an inch, and it wipes its own windshield.
>
> "It is a remarkable piece of machinery, but it isn't a Ford, because the Ford was an educational institution as well as a machine. The old Ford, the old, black, rusty, cantankerous, obstinate, sputtering Ford, brought wisdom to many fools and made many wise men go raving, tearing mad. This new lily-of-the-valley isn't going to teach us anything. It looks as if it would run indefinitely without complaint, which is all wrong. It is made for serenity and comfort, which is also all wrong. Where is the gas-tank? Out in front where it can be reached. Where is the timer? Up on top where it can no longer bark your knuckles. Where are the brake-bands? In a ridiculously exposed position where their value as trainers of character and refined language is completely lost.
>
> "We are degenerating. We are entering a period of Roman luxury. The new Ford is a garage car. Back to the pioneer days when we threw sand under the fan belt and tightened the horn with a dime!"



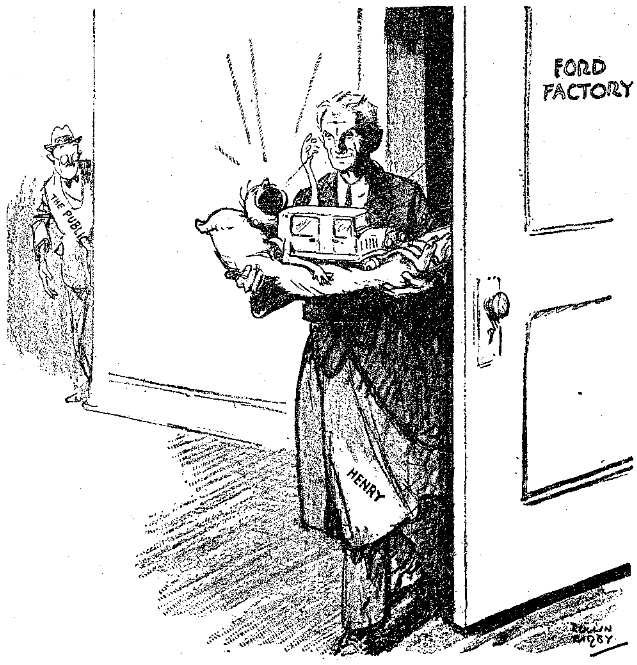
THE FIRST MODEL T—MADE IN 1908
In front of it stand Edsel Ford and Henry Ford.



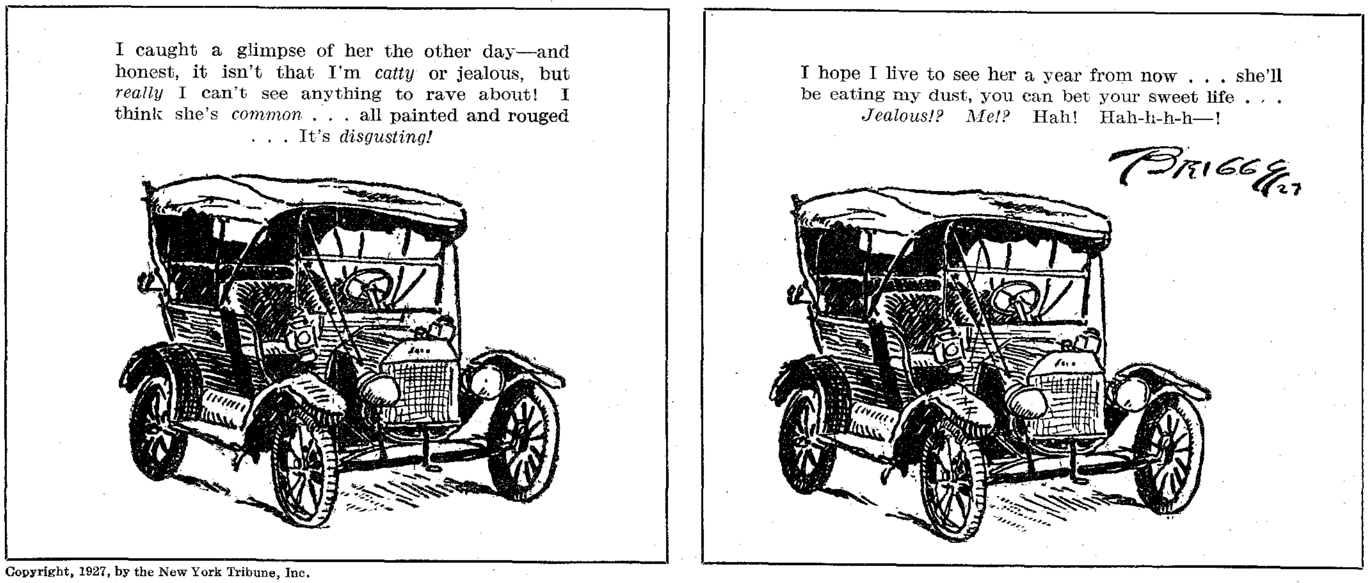
ONE OF THE FIRST "MODEL A'S"—MADE IN 1927
One of the new Fords, a Tudor Sedan.


HENRY FORD
THE OLD "T MODEL"
THE NEW FORD
EVANS

HIS NEW SCOOTER
—Evans in the Columbus *Dispatch.*


FORD FACTORY
THE PUBLIC
HENRY
ROLLIN KIRBY

LIZZIE'S GOT A LITTLE SISTER
—Kirby in the New York *World.*


I caught a glimpse of her the other day—and honest, it isn't that I'm *catty* or jealous, but *really* I can't see anything to rave about! I think she's *common* . . . all painted and rouged . . . It's *disgusting!*
I hope I live to see her a year from now . . . she'll be eating my dust, you can bet your sweet life . . . *Jealous!? Me!?* Hah! Hah-h-h-h—!
BRIGGS '27

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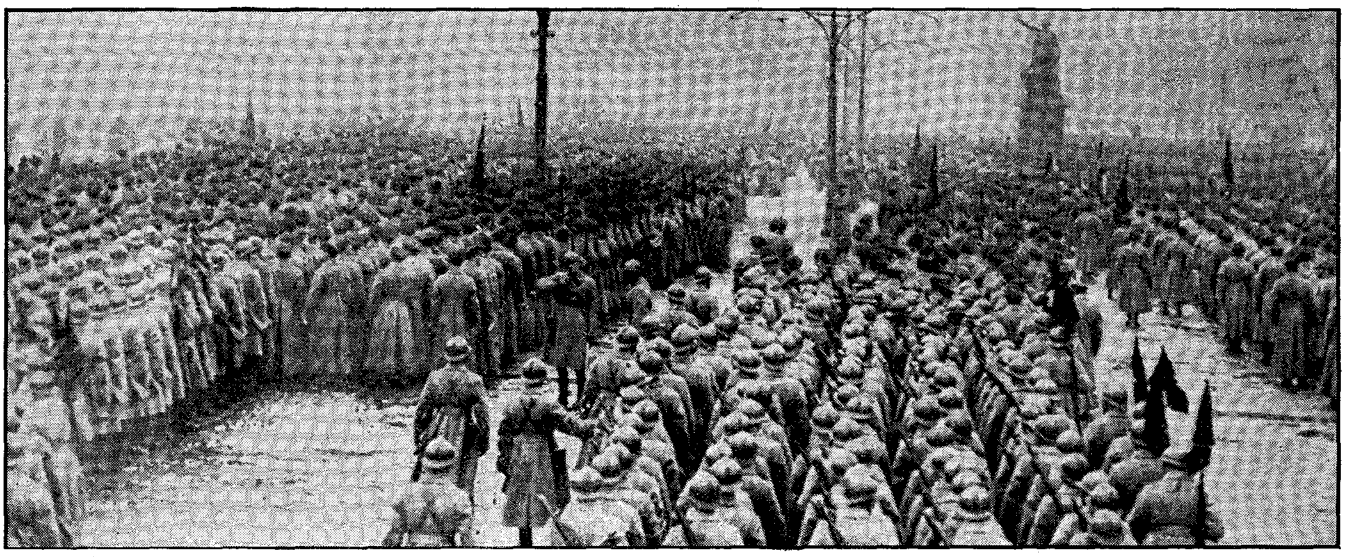
WONDER WHAT THE OLD TIN LIZZIE THINKS ABOUT?
—Briggs in the New York *Herald Tribune.*

OFF WITH THE OLD FLIVVER; ON WITH THE NEW



Acme News Pictures

PART OF THE SECOND LARGEST ARMY IN THE WORLD. WILL THE SOVIET GOVERNMENT SCRAP IT?

On the tenth birthday of Bolshevism, a part of the Russian army assembled in Red Square, Moscow, resplendent in their new uniforms. It is this army, among other things, which the Soviet delegate to the preparatory disarmament conference at Geneva recently proposed to abolish.

THE BOLSHEVIK "PEACE BOMB"

IT WAS A BOLD CHALLENGE to the world that Soviet Russia tossed into the preparatory disarmament conference at Geneva. Having come to attend this preliminary meeting, Maxim Litvinoff, Vice-Minister for Foreign Affairs and head of the Russian delegation, rode roughshod over all established formulas, and declared that the way to disarm is literally to disarm. This was a "peace bomb" for which the other Powers apparently were not prepared. At any rate, they went into a "huddle," put the proposal aside, and proceeded calmly to vote for the creation of a special committee on the problem of security. And, while this astounding proposition of the Russians may be shelved for the moment at Geneva, it has, remarks the Newark *News*, "given the world something to think about." It is a challenge, adds this paper, "which can not be ignored by the other Powers." Furthermore, says a London dispatch to the Chicago *Daily News*, "until the great Powers are able to test the sincerity of the Soviet offer by accepting it, the charge that the Russian proposal was not made in good faith will not impress the public." Briefly, observes the St. Louis *Globe-Democrat:*

> "The Russians propose to destroy all military equipment—war-ships of every character, fortifications and naval bases, guns and other weapons, military aircraft, ammunition, every instrument of war; to disband all armies except sufficient forces for domestic police purposes; to abolish all ministries of war and navy, and all governmental organizations for war purposes; to put a stop to all military training; to prohibit by strict law the manufacture of any weapons of war, including poison gas—to scrap completely everything that pertains to war.
>
> "It is a startling proposal—and yet, why not? Assuming, of course, that all nations would agree and would faithfully comply with their agreement, it would remove at once all the means of waging war. It would remove the heaviest burden from the shoulders of the world. The cost of war and preparedness for war constitutes by far the greatest expense of government. The United States is now expending an average of approximately $700,000,000 annually for its War and Navy departments, not to speak of its hundreds of millions for war debts and pensions. Europe is carrying a heavier load of war costs than ever before, and the money paid out for war purposes would quickly restore the continent to prosperity. Millions of men now enrolled in armies and navies would be returned to constructive industry.
>
> "It would at once effect the greatest revolution the world has ever known. But is it possible? Obviously there would be many difficulties in the way. How could the faithful keeping of agreements be insured? How could commerce at sea be protected? The economic consequences of the disbanding of great armies would create big problems in themselves. There are many 'ifs' and 'buts' to be considered. But this Russian 'peace bomb' certainly gives the world something to think about."

The Litvinoff proposal, says the Geneva correspondent of the Associated Press, "left the other delegates bewildered and gasping for an answer." They were particularly nonplused, according to the New York *Herald Tribune* correspondent, "by Mr. Litvinoff's highly undiplomatic statement that 'the disarmament commission is merely decorative, and has not advanced disarmament a single step.'" Continued the Russian delegate:

> "We live in a time when the outbreak of war is no mere theoretical danger. The imminence of war is making itself felt everywhere. If it is to be averted, something will have to be done immediately. In our opinion, the best guaranty of security for all people is immediate and complete disarmament.
>
> "We understand perfectly that realization of our program may not be compatible with certain political interests, chiefly those of the great Powers, the interests of war industries and speculators, but I contend that in itself the problem presents no difficulties and is capable of quick and easy solution."

What Russia does, explains the New Haven *Journal-Courier*, "is to ask the other nations, impudently but directly, whether they want peace and peaceful means of arbitrating their differences, or war. Various motives may be attributed to the Russian proposal, but the fact remains that they have given life to the movement to establish universal peace." Moreover, remarks the Springfield *Republican*, "it is fair to assume that their tender of complete disarmament implies that they are willing to go as far in that direction as the other Powers." Still another favorable bit of comment comes from the Cleveland *Plain Dealer:*

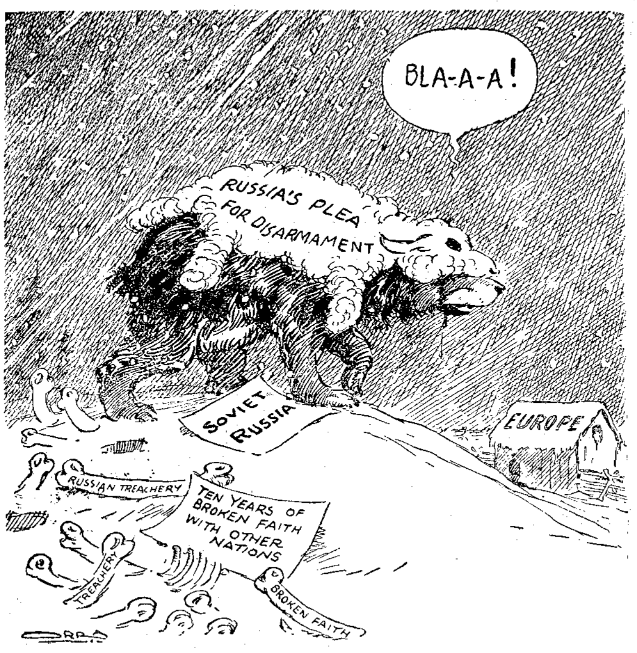
> "The Russians have made the most amazingly radical proposition since peace-loving mortals first began to talk about the futility of fighting. They may be sincere, or they may not be, but they have said something worth saying. For, when you get down to basic facts, the way to disarm is to disarm.
>
> "This amazing proposition comes from no helpless third-rate nation, but from the Power which now possesses the second largest Army in Europe, and which is more generally feared than any other nation. It comes just when Russia has been depicted as standing ready to fight with all her great strength to prevent Polish aggression against Lithuania.
>
> "One need acknowledge no Bolshevistic sympathies in order to observe with complacency the disconcerted faces of European

statesmen who have been talking disarmament—and building great armies and navies."

The solid and substantial papers just quoted—St. Louis *Globe-Democrat*, New Haven *Journal-Courier*, Springfield *Republican*, and Cleveland *Plain Dealer*—can not, by any stretch of the imagination, be considered pro-Bolshevik. Nor can the Baltimore *Sun* be accused of having Bolshevistic sympathies when it says: "Litvinoff and his colleagues are, for once, talking sense, whatever their motive in so doing." Finally, points out another highly esteemed daily, the Newark *News:*

> "The proposal is Utopian. But, like every other radical proposal that is right in intention, it has this value: it swings sentiment further ahead. Little progress is made by timid, nibbling proposals.
>
> "The demand must be embarrassing to those Powers, if there are any, that are lukewarm, because it coincides with the pledge of disarmament given to Germany in the Versailles Treaty. The German delegation insists upon having this fulfilled. Germany and Russia, standing together, backed by the small Powers of Europe, create a situation favorable to real progress. With Russia edging her way back into the counsels of the nations, the greatest of reasons for delaying disarmament is being removed. Russia has suggested something to strive for, and the only objection that can be raised against it is that she is trying to go too fast."

But the first reaction of the great majority of American—and European—newspapers to the Russian proposal, it must be recorded, is to doubt the good faith of the Russian delegation at Geneva. The Montgomery *Advertiser*, for example, "does not wish to do the Soviet delegates an injustice," but, it adds, "after watching the Soviet leaders perform for ten years, we have learned to look at the tonsils of every gift horse in their stable." In other words, maintains the Louisville *Courier-Journal*, "the whole thing is but a grand gesture, which Russia knew in advance would not be accepted." As this paper explains, "Russia would like nothing better than to see other nations completely disarm. That would leave her free to 'bore from within' all over the world." Furthermore, say Washington dispatches, President Coolidge is not greatly imprest with the Russian proposal to disarm. In the opinion of the Brooklyn *Eagle*, "Russia has made a dramatic gesture. It has served its purpose, and will go into the record. That is all." "It would relieve Russia of the expense of maintaining one of the largest armies in the world, and set free millions of dollars for revolutionary propaganda all over Asia," explains the Hartford *Times*. To the Fargo *Forum*, "Russia's proposal is more than this; it is a bid for recognition of the Soviet régime by the United States Government." The Washington *Star* suspects that the move was made at Geneva with the purpose of effecting a bloc, with Russia and Germany as a nucleus of a combination of Powers to oppose those of Western Europe." That Russia is bluffing is the conviction of the Boston *Post*, Toledo *Blade*, Columbus *Dispatch*, Chicago *Tribune*, Philadelphia *Inquirer*, Springfield *Union*, Hartford *Courant*, and a dozen other representative newspapers. As the Washington *Post* goes on to explain:


BLA-A-A!
RUSSIA'S PLEA FOR DISARMAMENT
SOVIET RUSSIA
EUROPE
RUSSIAN TREACHERY
TEN YEARS OF BROKEN FAITH WITH OTHER NATIONS
TREACHERY
BROKEN FAITH

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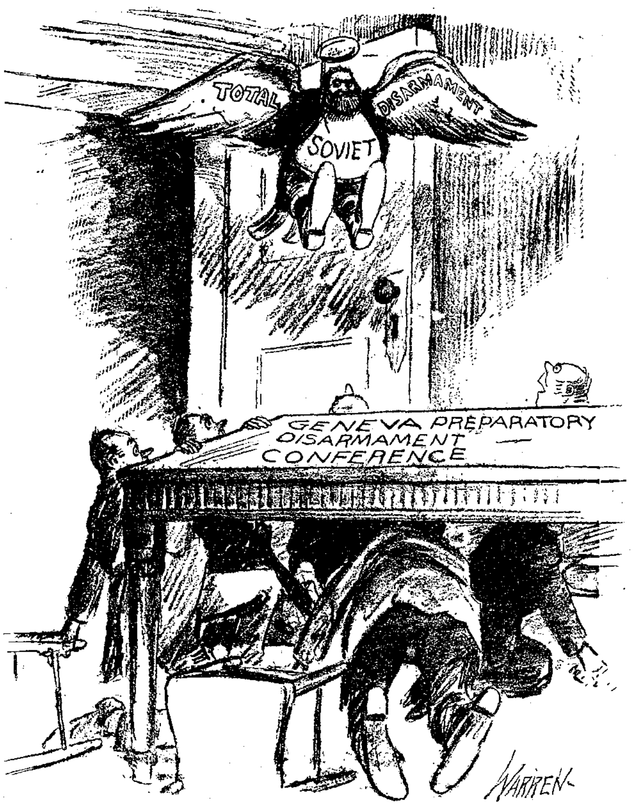
THE BEAR THAT BLEATS LIKE A LAMB

—Orr in the Chicago *Tribune*.



THE GENEVA SEANCE

—Warren in the Cleveland *News*.

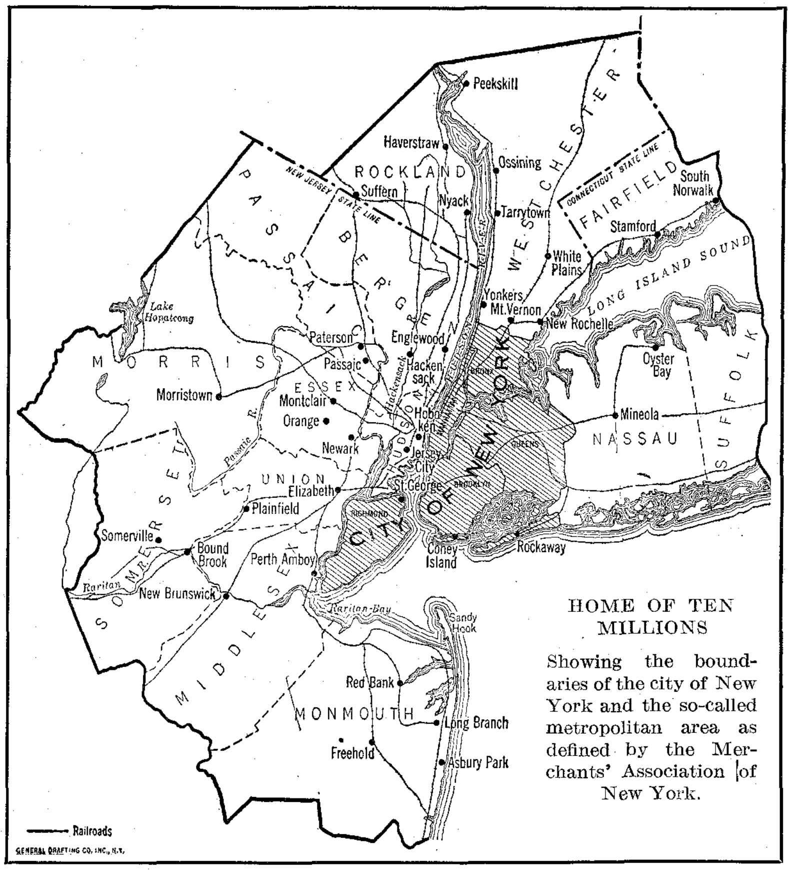
> "What the Soviet hopes for is the rejection of an out-and-out disarmament proposal. Then Communists throughout the world will have another argument which can be used with much force among discontented and heavily taxed people. 'See what the capitalist nations did when we offered to disarm,' the 'reds' will say. 'We offered peace, and they refused it. We proposed universal destruction of arms, war-ships, and forts, and they turned us down. We are for peace. They are for war; and you are doomed to be their cannon fodder, unless you join us in throwing off such governments.'"

In the opinion of the New York *World:*

> "The Russian proposal reeks with hypocrisy. If there is one thing that Communism has in common with other forms of government, it is a reliance upon organized force. The Russian revolution was made by force, the dictatorship was set up by force, and it has been maintained by force.
>
> "If the Russians really thought they could embarrass the other governments, they were profoundly mistaken. They have merely justified those who insist that it is impossible to do business with the Soviets, because they are always playing some game. Litvinoff was obviously playing a game. What game? Our guess is that the main purpose of this gesture was to silence the little cliques of Communist intellectuals scattered around the world who do not at all like to see Soviet Russia sitting at the same table with the capitalist States."

NEW YORK'S NEW 10,000,000 ZONE

WITHIN FORTY MILES of New York's city hall, it is announced, live enough people to repopulate Canada to its present density, or to more than repopulate Australia, Austria, Belgium, Holland, or Sweden. In fact, points out the Buffalo *Courier*, "the combined population of Chicago, Philadelphia, Detroit, Cleveland, St. Louis, and Boston does not equal that within forty miles of New York's city hall." This is the new metropolitan district, as envisaged by the Merchants' Association. According to the map which accompanies this ambitious announcement, the lines of the new district extend as far south in New Jersey as Asbury Park and Sea Girt, and include several northern New Jersey counties right up to the New York State boundary. Several New York counties and Connecticut townships and cities, as well as a liberal slice of Long Island are included in the new area. The population of the newly outlined district is almost 10,000,000. "Only London can compete with the New York metropolitan area," remarks the Buffalo paper. London, it seems, has a metropolitan district of 700 square miles and a population of about 7,500,000; the New York area measures 3,765 square miles, as against 1,368 square miles in the old district, which embraced the territory within ten miles of the city hall.


Peekskill
Haverstraw
ROCKLAND
Suffern
Nyack
Ossining
WESTCHESTER
Tarrytown
White Plains
Yonkers
Mt. Vernon
New Rochelle
CONNECTICUT STATE LINE
FAIRFIELD
South Norwalk
Stamford
LONG ISLAND SOUND
NEW JERSEY STATE LINE
PASSAIC
BERGEN
Lake Hopatcong
Paterson
Passaic
Englewood
Hackensack
MORRIS
Morristown
ESSEX
Montclair
Orange
Newark
Hoboken
Jersey City
UNION
Elizabeth
Plainfield
St. George
Somerville
Bound Brook
Perth Amboy
CITY OF NEW YORK
Coney Island
Rockaway
Oyster Bay
Mineola
NASSAU
SUFFOLK
SOMERSET
Raritan
New Brunswick
MIDDLESEX
Raritan Bay
Sandy Hook
Red Bank
MONMOUTH
Long Branch
Freehold
Asbury Park
Railroads
GENERAL DRAFTING CO. INC., N.Y.

HOME OF TEN MILLIONS

Showing the boundaries of the city of New York and the so-called metropolitan area as defined by the Merchants' Association of New York.

The promulgation of these new boundaries indicates to the Detroit *News* and the Pittsburgh *Post-Gazette* the growing tendency among great population centers to expand. According to the Philadelphia *Inquirer:*

> "Some folks may say that this is a rather arbitrary way of fixing a zone. But the answer of the business men in the district who have agreed on it is that a metropolitan district is 'an area within which the conditions of manufacturing, trade, transportation, labor and living—in brief, the daily economic and social life—are predominately influenced by the central city.' Ease of travel, bridges and transportation facilities are all factors in the making of these new metropolitan districts."

The transportation facilities now under construction, or just completed, in the new New York metropolitan area, explains the Jersey City *Journal*, are the Holland Tunnel under the Hudson River, the bridge across the Hudson, and the Newark Bay bridge. To quote from New York papers summarizing the Merchants' Association announcement:

> "The newly defined metropolitan area, credited with a population of 9,500,000 by the Merchants' Association, is the largest industrial center in the world. The district, taking in all territory within a radius of forty miles from city hall, produces more than $6,500,000,000 in manufactured products annually.
>
> "These products are turned out in some 30,000 manufacturing establishments, employing more than 700,000 wage-earners, who are paid more than $1,000,000,000 annually in wages. This accounts for the enormous purchasing power of the metropolitan district.
>
> "The New Jersey area inside the district covers 2,277 square miles and has a population of 2,672,000. The New York State territory outside the city limits that has been included in the new district covers 1,048 square miles and has a population of 746,000. The Connecticut territory which is included in the new district comprises 144 square miles and has a population of 111,900."

New York City dailies are naturally quite keen about their bigger and better metropolitan district. In *The World*, for example, we read:

> "The zone adopted by the Merchants' Association—roughly, forty miles—includes some territory as rural as if it were a hundred miles away, but these sections do not much affect the population figures. In general the common interests and activities which make this a real community—commuting, shopping, freight handling, transit, parkways, store deliveries, and the like—are soundly chosen and justify the extension of the old limits.
>
> "Such a survey does not merely call attention to facts already in a general way familiar; it well serves a useful purpose in emphasizing these community interests, which in the future can only be handled by community action. The geographic conditions that govern municipal housekeeping cut squarely across city, county and State lines. They can not be changed."

But how do New Jersey editors feel about being tucked under New York City's wing in this fashion? Judging from editorial comment in the Newark *News*, they firmly believe that they could struggle along without such paternalistic measures as this, while cooperating with New York State and New York City in such vital projects as bridges, water supply, and tunnels. According to Robert R. Lane, Washington correspondent of the Newark paper, the new district has no "official status" in Washington. Furthermore, declares this correspondent, "the impression that the Census Bureau had a part in this redistricting is erroneous." For—

> "The function of the Bureau is to serve all communities and not to discriminate among them, and there is no intent on the Bureau's part to take any step hurtful to the municipal or geographic pride of cities of New Jersey or elsewhere."

"The new district means no change in political units," explains the Washington *Star*. "It is merely a convenient definition of the territory surrounding New York City." And in the Newark *News* we read:

> "There are two ways of looking at this district. One is the New York way. It looks upon it as the area in which the 'daily social and economic life are predominantly influenced by the central city.' The other way is to look at it as the district upon which the central city depends for its existence, and without which it couldn't exist a week. Almost exactly 74 per cent of the territory included in this district lies in the State of New Jersey. New York City itself furnishes only 8 per cent.
>
> "New Jersey would be much obliged to New York if it would think less about using the district to advertise New York's greatness and impose that greatness upon its neighbors."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

Waves of prosperity, to the spendthrift, are generally breakers. —*Detroit News.*

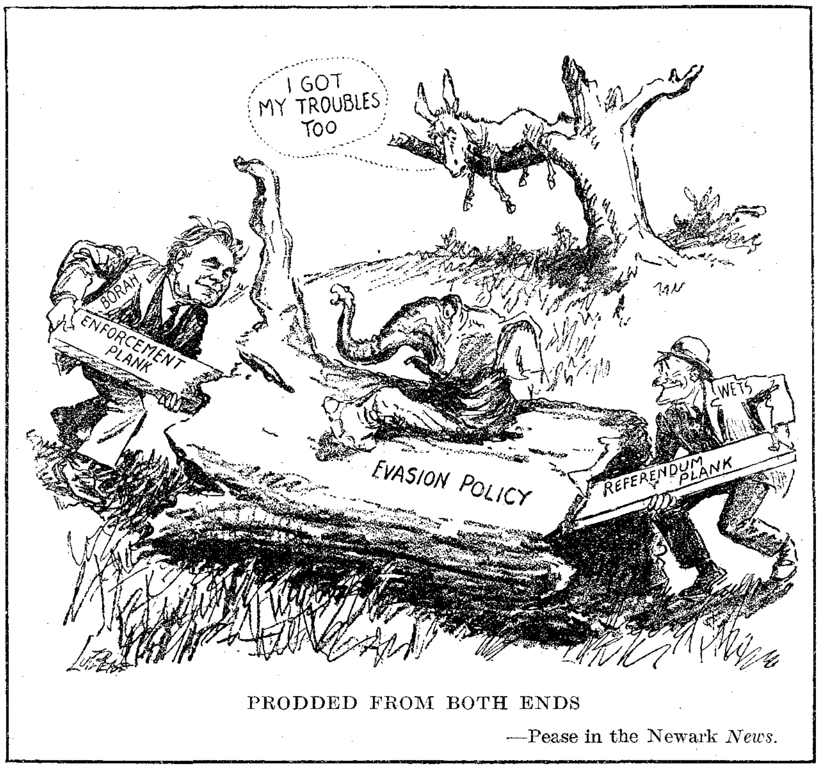
Will 1928 nomination go to a dark and not a draft horse?—*Wall Street Journal.*

What the world needs most is a Limitation of Ambition Conference.—*Bellingham Herald and Reveille.*

The old-fashioned girls who used to go in for frills are now coming out strongly for thrills.—*Arkansas Gazette.*

"Doughboys" is an excellent name, except that they weren't boys and weren't the ones that got the dough.—*Austin American.*

The trouble with the coal industry is that it has too many hands for its pockets.—*Wall Street Journal.*



PRODDED FROM BOTH ENDS

—Pease in the Newark *News.*

The politician who used to blow hot and cold now blows wet and dry.—*Arkansas Gazette.*

"Smith Declines 276 Invitations." Waiting for the real big one?—*New York Evening Post.*

Controlling argument for Federal inheritance tax is that deadmen can't vote.—*Wall Street Journal.*

Scientists who are searching for lost civilizations should visit some of our traffic centers.—*Brooklyn Eagle.*

The whole nation would profit if Big Bill Thompson ever got the idea that crooks and gunmen are British propaganda.—*Arkansas Gazette.*

Even in the old days a lot of fellows kissed the bride, but not so many before the ceremony.—*Vallejo (Cal.) Chronicle.*

Even in Bible times it was customary to anoint the head with oil, but not by crawling under the car.—*Wichita Falls Record-News.*

So far our count shows 3,327 contemporary paragraphers who want to know where the new Ford will be parked.—*Arkansas Gazette.*

An American left the bulk of his fortune to his lawyer. If everybody did this, a lot of time would be saved.—*London Opinion.*

Stevenson says a joke enjoyed in common binds friends. England and America should be thankful for Big Bill.—*Hagerstown Herald.*

Doubtless there will be unprecedented mental confusion if one of these husband-calling contests is ever held in Hollywood.—*Detroit News.*

It seems that the Armistice was signed in a dining-car. No wonder the World War turned out to be so expensive.—*San Diego Union.*

Among the ailments that are conveyed from dogs to man we note the inclusion of insomnia. Some people get it from the dog next door.—*Punch.*

Question is raised as to the propriety in Chicago's erecting a monument to Mrs. O'Leary's cow. But anything to take attention away from Bill Thompson's bull.—*Albany Knickerbocker Press.*

The crude part of Teapot Dome isn't all underground.—*Detroit News.*

Problem is to make money first and then to make it last. *Wall Street Journal.*

It's entirely proper to give our murderers plenty of rope, provided the rope is properly applied.—*Arkansas Gazette.*

If The Literary Digest has any asbestos cards, it might try a Presidential straw vote in Dixie.—*Jackson (Mo.) Clarion-Ledger.*

You can't fool all the people all of the time, but the average politician is contented with a sizable majority.—*Detroit News.*

In telling her age a woman is often shy—in more ways than one.—*Wall Street Journal.*

The man who frequents the blind pig never brings home the bacon.—*Detroit News.*

Forgive and forget sounds well, but most folks are more for getting than for giving.—*Wall Street Journal.*

It is true that majorities are often wrong, but the same may be said of minorities.—*Boston Shoe and Leather Reporter.*

In our opinion the alleged uneasiness in Europe is largely due to too much rattling of the olive-branch.—*Punch.*

Mexico would be all right if its government could execute the laws as effectively as it does the revolutionists.—*Virginian-Pilot.*

It's easy to believe any American boy may become President when you observe some of those who have.—*Publishers Syndicate (Chicago).*

Some families go right on spending money for beefsteak and flour when they haven't a fur coat on the premises.—*North Adams (Mass.) Herald.*

Maybe it was a Prohibitionist who suggested eliminating the donkey as the Democratic emblem, on the ground that a donkey has a kick.—*New York Evening Post.*

The next world war, say the entomologists, will be with insects, and it will certainly look queer to see the howitzers firing eight-inch moth-balls.—*Detroit News.*

Mexicans are spending four times as much on movies as on bull-fights. But, of course, there's much more bull in a movie than in a bull-fight.—*Arkansas Gazette.*

And now a worm has crashed into politics, according to a leading Ohio Democrat. However, he refers to the corn-borer, not the taxpayer.—*Chicago Daily News.*

Gene Tunney in his talk with the President came out in favor of religion and morality. Gene knows that a champion lasts longer if he remains upright.—*The New Yorker.*

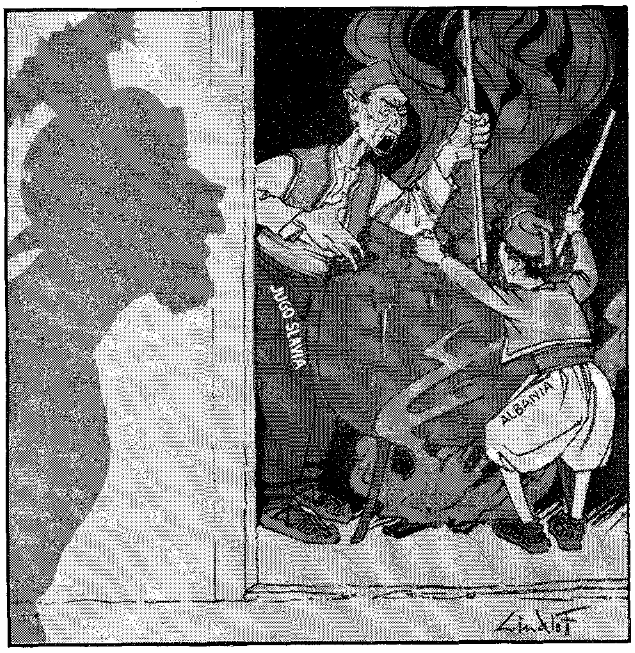
"There will be no bolt in 1928," says a Western Republican of insurgent tendencies. It is always a consoling thought that there are fewer bolts at any convention than nuts.—*Detroit News.*

Mr. G. B. Shaw has stated that his earliest literary sensations, as a boy, were "The Pilgrim's Progress" and "The Arabian Nights." In later life he is believed to have been profoundly impress by the works of Mr. G. B. Shaw.—*Punch.*

FOREIGN - COMMENT

FRANCO-ITALIAN RIVALRY IN THE BALKANS

THE MENACE OF ANOTHER WAR, more terrible than the one which ended nine years ago, is said by some pessimistic European observers to be rapidly growing on the European horizon, and it is largely to be blamed, they say, on the antagonism between France and Italy in the Balkans. The London *Westminster Gazette* sent a special correspondent into this danger region of Europe, who reports that in the opinion of the most competent and experienced authorities, the course of events in Southern Europe is leading directly toward war—possibly as soon as 1930. Where that war might end, nobody can say, this newspaper adds, and it attributes it to the rapidly developing rivalry between France and Italy for supremacy in that sphere and in the Mediterranean. The two overt acts that attracted as well as alarmed the attention of Europeans was that after France signed a "friendship treaty" with Jugoslavia, Italy and Albania joined in a defensive alliance which is described as supplementing and greatly strengthening the treaty of friendship signed by the same countries a year ago. It is recalled in the press that a year ago, namely on November 27, 1926, Italy signed a pact of friendship and arbitration with Albania, which created a considerable stir in all the Foreign Offices of Europe. That pact was held by many to mean that Italy, in the face of increasing hostility on the part of Jugoslavia, took a position in the Balkans from which, not only to watch, but actually to attack Jugoslavia, if things ever came to such a pass as to necessitate a war between Belgrade and Rome. Following the conclusion of the Italo-Albanian pact, a similar instrument was negotiated between Italy and Hungary, while more recently negotiations began between Benito Mussolini and the governments of Sofia, Bucharest, and Athens, with the object of surrounding Jugoslavia by an iron ring of Italy's satellites. It was presumably against these moves of Italy that Jugoslavia signed a treaty with France, consisting of nine articles, of which the sixth, in the view of some editors, is considered perhaps the most important in its implications of alliance, as the others contemplate the possibilities of arbitration under the auspices of the League of Nations. As quoted in the Belgrade *Vreme*, the sixth article reads as follows:

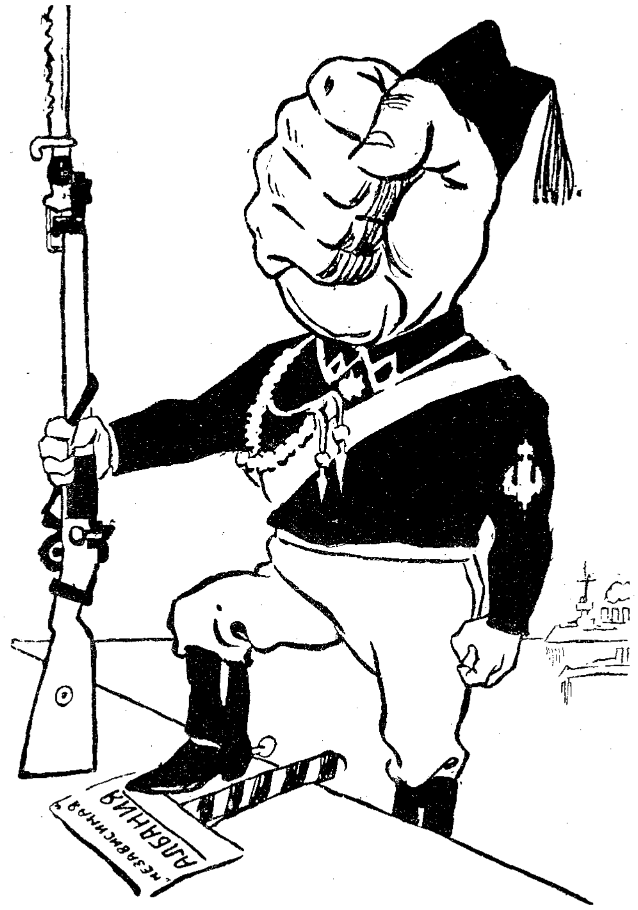


WAR WAITS FOR THE BALKAN POT TO BOIL OVER
—*Kladderadatsch* (Berlin).

> "Article 6.—The high contracting parties declare that no provision of this treaty shall be interpreted as contrary to provisions of existing treaties, signed by France and Jugoslavia, and referring to their European policy. They undertake the obligation to exchange opinions on questions referring to European policy, so as to mutually strengthen their efforts for the preservation of peace. For this reason the two high contracting parties must inform each other of any agreements they may enter into with third parties on the same questions, and these agreements shall always have the same object, namely the preservation of peace."

This Franco-Jugoslav treaty was signed in Paris on the anniversary of the Armistice, and the French Foreign Minister, Mr. Briand, as reported in the Paris *Temps*, said to the newspapermen that met him at the French Foreign Office that:

> "We have done something very simple and very normal; we have consecrated a state of affairs that existed long ago. Our new agreement is based on an old friendship, which has not failed us a single moment. . . . It should be understood that this treaty of friendship and arbitration does not contain a



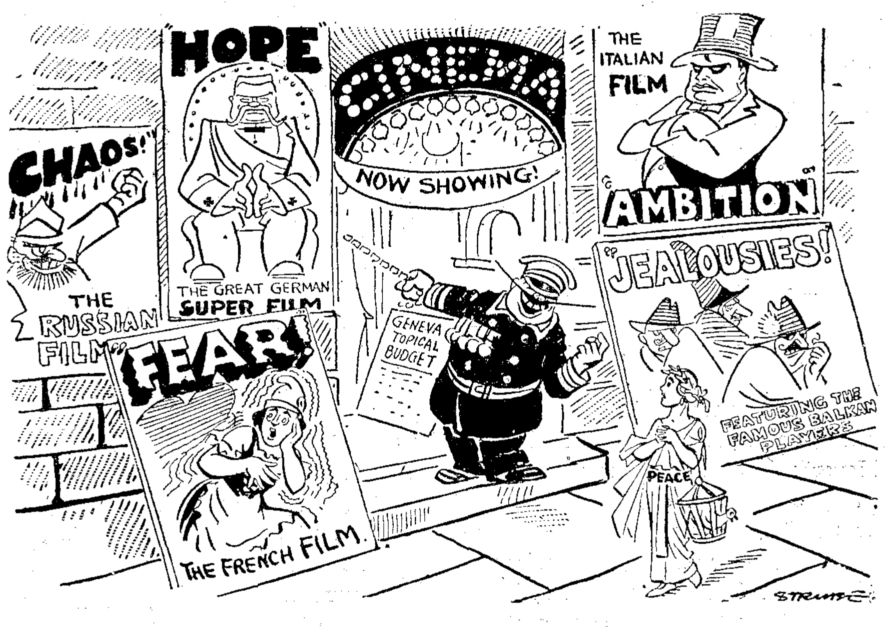
A RUSSIAN JIBE AT ITALY

"Fascism faces the Balkans."
—*Isviestia* (Moscow).

single point which is directed against anybody. It aims directly at the preservation of peace, and we are fully convinced that it will both strengthen and consolidate it. It is entirely conceived in the spirit of the Covenant of the League of Nations, and there is not a single article, of the essential ones, that does not refer to the League."

The Belgrade *Pravda* is equally positive in claiming that the new treaty between France and Jugoslavia is solely designed for peace purposes, and it declares that:

> "The fact alone that the majority of the European press considers this treaty as a further guaranty of the preservation of peace in Europe proves how mistaken are those who affirm that this pact is directed against some of our neighbors. The foreign policy of Jugoslavia, which has always been inspired by pacifist sentiments, and by the desire to see peace maintained in international relations, is in complete harmony with the policy of France, which tends to brush aside all sorts of conflicts arising from imperialistic aspirations. Therefore the friends of peace must rejoice that such a treaty was signed."



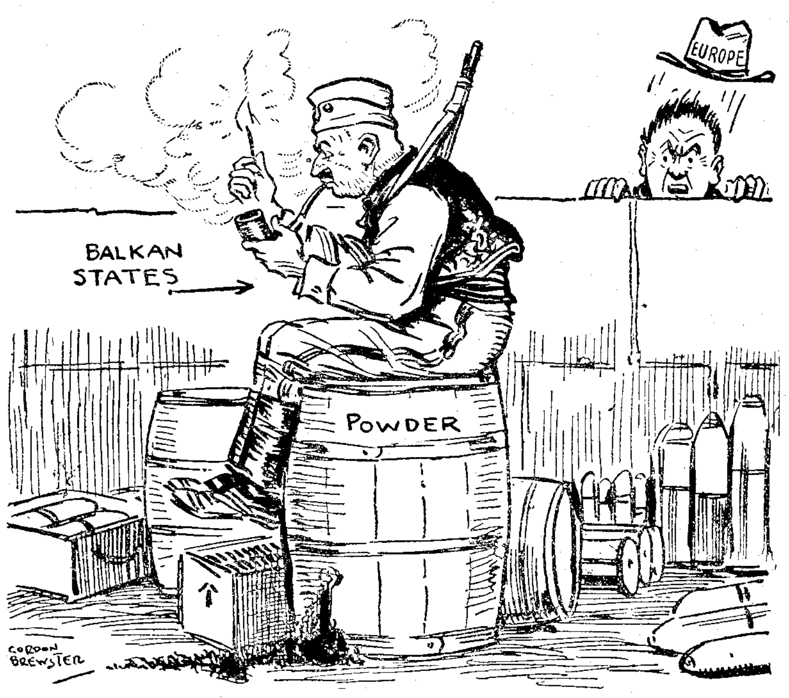
"PEACE AND GOOD-WILL TO MEN!"

THE EUROPEAN DOORKEEPER: "Come inside, Lady, and have a good cry!"

—*The Daily Express* (London).

This view does not seem to be shared by Italy, where the official Fascist organ, *Foglio D'Ordini*, launches a broadside against both signatories in these words:

> "Italy has received calmly the news of the signature of the treaty of friendship between the Republic of France and the Monarchy of King Alexander, who reigns over ten different peoples, surpassing both in quantity and quality the Hapsburg mosaic state of Austria-Hungary of prewar days. It is not really worth recalling the fact that Jugoslavia suffers from territorial elephantiasis, being composed as she is of Serbs, Croats, Slovenians, Hungarians, Roumanians, Italians, Turks, Albanians, Montenegrins, and gipsies. This treaty was signed first in March, 1926, and countersigned again on the anniversary of the great Allied victory on November 11. To this victory three-quarters of the Jugoslavs did not contribute, as they fought in the Austro-German camp. This treaty is considered as an act of peace in Paris, and as act of war in Belgrade. The Serbian people, who have already been called 'the people suffering from attacks of the nerves,' delude themselves into believing that Italy's collapse is approaching, and therefore great is their rejoicing. Jugoslavia is nothing more than a new, and much worse, Austro-Hungary. For this reason Fascist Italy is looking her steadily in the eye."



WHAT WILL THE NEIGHBORS SAY?

—*Irish Weekly Independent* (Dublin).

Turning now to more independent and more disinterested journals, we find in the Athens *Kathimerini* some views that seem to explain Italian fears, as, for instance:

> "If the pact between Jugoslavia and France is simply an act of friendship and arbitration, then all the noise over it seems vain. It must be noted that France has already signed similar pacts with Poland, Czechoslovakia, and Roumania, and from these pacts not a single neighbor of the above States has anything to be afraid of. On the other hand, Jugoslavia three years ago signed a similar pact with Italy, which, however, became as good as non-existent a few months ago on account of some slight misunderstanding between the two countries.
>
> "However, as long as there is a standing enmity between Italy and Jugoslavia and an almost similar state of affairs between France and Italy, this pact seems to constitute 'a stone thrown into the neighbor's garden.'"

Bulgaria does not seem to feel very enthusiastic about the French Jugoslav pact. So the Sofia *Slovo* is wondering "whether this pact will not encourage Jugoslavia to treat the Bulgarian minorities in Macedonia much more harshly than she has done up to the present." For this reason this Bulgarian paper says that "this pact is likely to create unfavorable conditions in the Balkans, where Jugoslavia, strengthened by French support, will intensify her policy of denationalizing the Bulgarian minority." Another Sofia daily, the *Nezavizimost*, says:

> "The existence of such treaties as France has recently signed with a number of States proves that there is something rotten in after-war Europe. This is due to the fact that the whole peace structure of Europe was based on force, and it is on that pedestal that the Goddess of Peace stands. With everybody speaking of peace and at the same time making ready for war, the chances are, that very soon the Goddess of Peace will be overthrown by the God of War. And France is much too clever to ignore this."

BECAUSE THESE RUSSIANS WERE TOO RED

THE TUMULT AND THE SHOUTING of Soviet Russia's tenth anniversary were not sufficient to prevent the Opposition from making use of the occasion, we are told, for a number of violent public attacks upon those still firm in the seats of the mighty. Nor did they prevent the Russian press from noting as one of the most important events of the last six years of Soviet Russia's internal politics, the dramatic expulsion of Trotzky, Kamenev, Zinoviev, Radek, and other first-rank Communist leaders from the Communist party, as well as the arrest and exile of hundreds of their followers. This is the climax to the long and bitter struggle that has been going on within the Communist party between the Oppositionists, and the bulk of the party headed by Joseph Stalin, its Secretary-General, and Nicholas Bukharin, his chief lieutenant.

Nevertheless, the question is asked whether the expulsion of Trotzky and others of the Old Guard of Communism really means that the Opposition is definitely crusht and that Stalin is fixt as Dictator of the Communist party and in consequence of the Soviet Government and of Russia. It is generally reported that the Oppositionists form the irreconcilable flank of the Communist party and agitate for a return to more drastic Communist measures at home and for more active subversive propaganda of the Third International abroad. Stalin is reported to represent a moderate group, willing to compromise, and the wonder is whether this means that he will lead Russia to a reconciliation with Europe and to the adoption of "capitalistic" methods or, as the Russian press in some sections speculate, will he continue to patronize the "new bourgeoisie" one day, and on the next to have its representatives taken in custody? The official organ of the Communist party, *Pravda*, declares that it was decided to expel the Oppositionists both from the Central Committee of the party, and from the party itself, because in their fight on Stalin they transgrest all rules of party discipline, and even of legality, and it adds:

> "They are guilty of trying to split the party, of carrying on secret propaganda among workmen, of printing anti-Stalinist literature in hide-away printing-plants, of organizing secret meetings, and even of cooperating with counter-revolutionists and former followers of General Wrangel. For a long time the party has been too lenient with them. Now they must be punished. We are repeating for the tenth time that those who undermine the unity of the proletarian dictatorship are helping our enemies, and they must be opposed with iron resistance."

In hundreds of resolutions adopted by various provincial Communist organizations, and printed in *Pravda*, Trotzky and his followers are denounced as "traitors," "Mensheviks," or "scoundrels," and their ejection from the party is unanimously approved with slogans such as: "Down with them!" and "Throw them into the garbage-can!" We find also in *Pravda* a detailed report of the dramatic session of the Central Committee of the Communist party during which Zinoviev and Trotzky, on the eve of their expulsion, declaimed fiery attacks on Stalin. Zinoviev, according to this paper, is reported as follows:

> "Stalin is guilty of the defeat of the Communists in the Chinese revolution; of the rupture between England and the Union or Socialist Soviet Republics; of the half-rupture with France; of first steps toward the recognition of Russia's pre-war debts; of the split in the Third International. In domestic affairs he is responsible for the delay in the improvement of the situation of our workmen; for a certain estrangement of the laboring masses from the Central Committee of our party; for the increase of unemployment; for difficulties we are having with our food supply; for the economic and political growth of the new bourgeoisie in Russia—of 'nepmen,' wealthy peasants, and bureaucrats.
>
> "Stalin is saying to you: 'You see, a part of the working class has already sided with Oppositionists; and so, we must expel them as soon as possible.' Indeed, our ideas will become more and more popular with the workers, for we are the true Leninists. You are expelling us from the Central Committee and you will expel us from the party, as you have already expelled hundreds of our comrades. Yet the situation is this: You will have either to arrest all of us, or to permit us talk freely to our comrades."

Still more violent was the speech of Trotzky, which is reported also in the *Pravda*, in part as follows:

> "You want to expel us? That is but natural. The Stalin-Bukharin group which throws into the prisons of the Secret Police some of our best comrades, like Nechayev, Fishelev, and others, which has seized the control of the party machinery, which rules over the party by violence, can not tolerate us. We understand that. You have tried to prevent us from making our program known to the bulk of the party. This means that you fear the party. We have told you that in spite of all your prohibitions we would make our ideas known to all, and we will do it. Comrades Mrachkovsky, Fishelev, and others, who were printing our literature in secret plants, were and are acting in keeping with our orders, and we are responsible for their work.
>
> "By removing, expelling, arresting our comrades, you are fighting against the party itself. The situation is such that average Communists are terrorized; they dare not voice freely their disagreements with Stalin's policy. The dictatorship of Stalin and of his party machinery degrades the party. Before his death, Lenin said: 'Remove Stalin from the post of Secretary-General, for he will bring the party to rupture and ruin.' Unfortunately, these words were then concealed from the party."

The *Posliednia Novosti*, a Russian democratic anti-Bolshevist daily, published in Paris, says:

> "The situation is now such that the expelled Oppositionists have no chance to struggle for their ideas through legal Communistic channels. An armed uprising against Stalin's group is the only weapon by which they can escape political death, and, perhaps, even death in the literal meaning of this word. If such an uprising does not take place, or if it prove abortive, the party, deprived of its 'Old Guard,' will gradually transform itself into merely a wordless and submissive appendix of the Dictator, of Joseph Stalin.
>
> "As to the latter—will he, having freed himself of the Opposition, go over to a policy of opportunistic compromises with capitalism? If Lenin were in Stalin's place, one might answer 'Yes,' for Lenin was capable of such radical turns. But under Stalin, Russia will more than probably continue to vacillate from Left to Right, and then back from Right to Left. Stalin, as in the past, will to-day make one step toward capitalism and to-morrow two steps back toward Communism. Lacking political talent he will continue to cling to such tactics. What will come of it, it is very difficult to predict."

Yet this daily believes that the expulsion of Oppositionists should be interpreted as a tendency of the Communist party to turn to the Right, as something like the "Ninth of Thermidor" of the French Revolution, during which period Robespierre and other extremists were executed by the moderates. Trotzky himself, we are told, interprets the event in this sense, for he said to a foreign newspaper man: "I shall not be astonished if our struggle against the Stalinists ends the way the struggle between the Girondins and the Jacobins of the French Revolution ended. We Oppositionists may die as the victims of the Russian Ninth of Thermidor."

Rul, a Liberal anti-Bolshevik Russian daily, now published in Paris, believes that the expulsion proves that the Communist party is entirely disorganized and demoralized. These quarrels, this journal says, are the beginning of its end and of important changes, the nature of which it is impossible to predict to-day.

Why, this paper asks, have the Oppositionists been expelled? Is it because the ruling faction is afraid of Trotzky, of Zinoviev? Yes, perhaps, it adds, but especially because it is afraid of the thousands of his secret sympathizers. We read:

> "These events have coincided with the celebrations of the tenth anniversary of the Soviet régime. And they prove that the decomposition of the party in ten years of its rule has advanced in an amazing degree. Zinoviev, Trotzky, Kamenev, Rakovsky, and others, who ought to be among the heroes of this anniversary, are to-day in fear of their lives."

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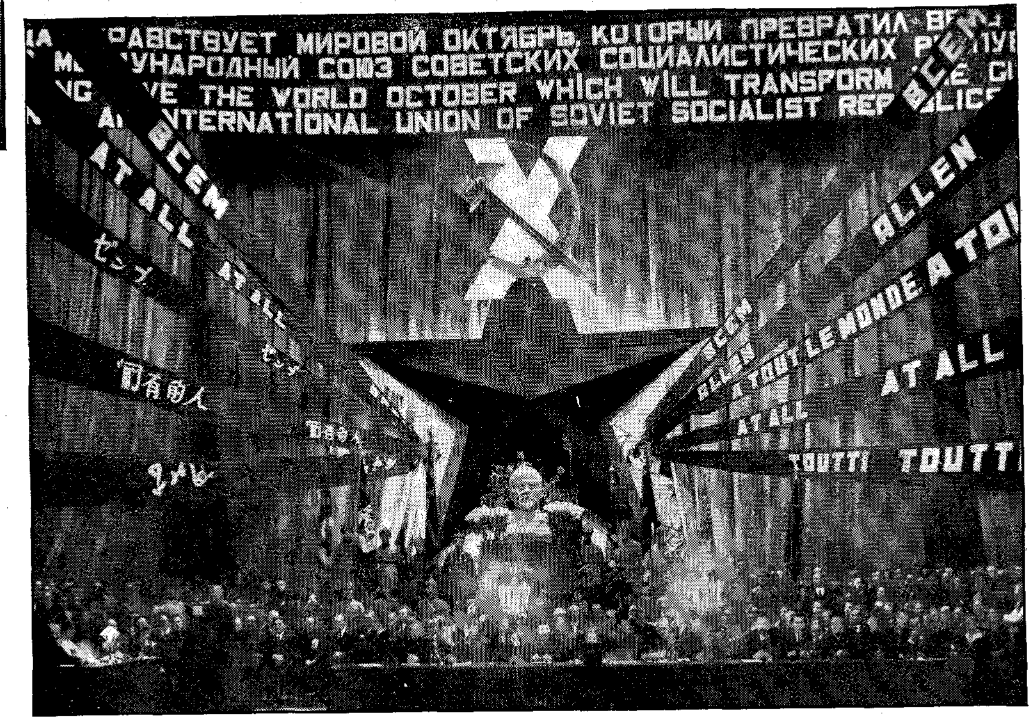
THE SMILE THAT SELLS

A hat market in a Moscow street. Most of the tables are attended by ladies of once wealthy families, which have been ruined by the Revolution.


РАВСТВУЕТ МИРОВОЙ ОКТЯБРЬ, КОТОРЫЙ ПРЕВРАТИЛ
УНАРОДНЫЙ СОЮЗ СОВЕТСКИХ СОЦИАЛИСТИЧЕСКИХ
THE WORLD OCTOBER WHICH WILL TRANSFORM
NTERNATIONAL UNION OF SOVIET SOCIALIST REP
ВСЕМ
AT ALL
AT ALL
ALLEN
A TOUT LE MONDE
AT ALL
TOUTTI

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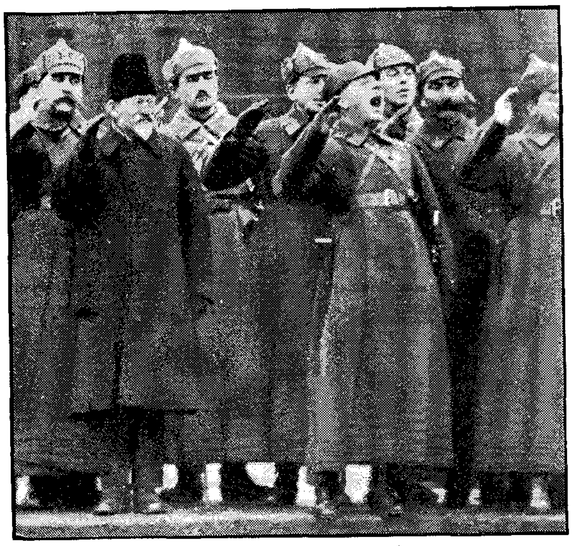
THE YEAR X OF SOVIET RUSSIA

From the five-pointed star of Bolshevism, above the bust of Lenin, streamers bearing messages in Russian, Chinese, German, English, French, and Italian, radiated to the roof to greet the representatives of thirty countries assembled as "friends" of Soviet Russia on the tenth anniversary of the Soviet Republic. But all the time that the celebration was in progress the Oppositionists, who have been expelled from the Communist party, were making violent public attacks upon the leadership of Stalin and his henchmen. The expulsion of Trotzky, Kamenev, Zinoviev, Radek, and other world-famous figures, together with the arrest and banishment of hundreds of their followers, is looked upon as a most portentous event in the short history of Soviet Russia. These deposed leaders are said to be much too Red in their Communistic beliefs and practises to please the Stalinites, who are pictured as being ready perhaps to make compromises with Europe and the rest of the world.



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"LOOK HERE, UPON THIS PICTURE, AND ON THIS!"

At the left, Russian Soviet leaders, of the ruling faction, cheering the paraders through Red Square on the Tenth Soviet Anniversary. At the right, abandoned Russian children, who live in the streets of Moscow on what they can steal, are here shown dividing their spoils.

TURKEY COUNTS NOSES, AND IS PLEASED

FOR THE FIRST TIME in the history of Turkish power a census of the population of Turkey was taken in October and, according to a statement issued by the Government, the final returns will show that there are more than 14,000,000 Turks. This, in the opinion of some Turkish newspapers, should cheer everybody, because it is "tantamount to a national victory, in as much as the population of Turkey was not known either to us or the rest of the world." But altho the Turks themselves are most keenly interested in the big showing of the census, according to some Constantinople correspondents, the outside world might conceivably be more imprest by the fact that in the taking of the census the entire nation was kept indoors for the best part of twenty-four hours. Thus the Constantinople representative of the London *Times* asks us to—

> "Imagine London without a pedestrian, a motor-omnibus, a tram-car, a taxicab, a car—in fact, a 'city of the dead'—and you can imagine what Constantinople and the rest of Turkey are like to-day.
>
> "Equipped with a special pass, granted by courtesy of the authorities, I motored and walked through most of the principal streets at an early hour this morning, and visited many outlying quarters of the town. Only thrice in two hours did I meet a car, and they contained doctors. Every few minutes one saw a census-taker wearing his white armlet. At the windows of every house men, women, and children were crowded, watching for one knows not what. A few policemen were in evidence to arrest any one who dared to come out of doors. Every shop was shuttered, every restaurant, hotel, school, and public building closed
>
> "The Bosporus presented an even more extraordinary sight. Not one craft of any description could be seen moving. Scores of ships lay at anchor in the Golden Horn, and hundreds of fishing boats lay idle on both sides of the Bosporus. Ferry-boats, yachts, and other smaller craft lay motionless at their moorings.
>
> "The *Bekjis* (night watchmen) ushered in census day by vigorously banging their *daouls* (staves) on the pavements through the streets, but it is not expected that the welcome sound of the guns announcing the end of the census will be heard before evening at the earliest. Zia Bey, the head of the Census Bureau in Constantinople, said that everything was going according to plan, but several census-takers with whom I have talked are finding that their task is taking them much longer than they had expected."

Tho the Turkish census methods of control seem remarkably drastic, says the London *Times* editorially, it is probable that the Government had no alternative if it wished to obtain something more than a conjectural estimate of the number of its citizens. The former capital, which is still by far the most populous city of the Turkish Republic, "harbors many persons who have excellent reasons for desiring to remain hidden from official observation," and we are further advised that:

> "Political refugees and revolutionary propagandists, provincial delinquents who literally sought safety in numbers, military deserters, retired brigands who would spend their hard-earned fortunes as did Villon's associates, and members of still less reputable professions have always been attracted to it; its citizens have never paid rates and taxes with the stoicism which distinguishes the much-enduring Londoner; and a strong suspicion of the motives of every government has been one of their characteristics since Justinian's days. Some of them interpreted the census as a prelude to a massacre; others saw in it a deep-laid scheme against their purses; and to these personal reasons for evasion was joined the old Oriental prejudice against the numbering of the people.
>
> "In a remarkable sermon preached in Westminster Abbey, yesterday, from which some extracts appear in another column, the Bishop of Durham illustrated one of his points by showing that King David's desire to count his subjects was successively ascribed by later generations to Jehovah and to Satan, but that the belief in the diabolic inspiration of a census eventually became dominant. At all events, the fear of inviting Nemesis by a parade of strength or prosperity is a very wide-spread trait. It is easy to deride the superstitions of the East and to smile at the reluctance of old-fashioned Moslems in Turkey and India to give the numbers of their households. But is there any great psychological difference between them and those superior Occidentals who insist on decorating their new motor-cars with the effigy of 'Felix' or of some other popular mascot?"

The Constantinople *Aksham* is one of the Turkish newspapers which rejoices in the revelations of the census, and indulges in some chortling that there were people in Europe who thought and maintained that the population of Turkey did not exceed 6,000,000. Nevertheless, it makes this confession:

> "We must acknowledge that we ourselves did not know the population of our country, which suffered several mutilations after the Great War. It fell to the lot of our republican régime to proceed to a scientific census, whereby we learned our actual population. The Government, under the leadership of Premier Ismet Pasha, had the happy inspiration to obtain the services of a specialist from Europe, and to this man full authority was given to proceed as he pleased. As a matter of fact, the instructions given to Monsieur Zakar [a Belgian statistician better known as Jacquard] were embodied in a short message given him by Ismet Pasha: 'Do all you can. I am giving you all the necessary means. See to it that we get the correct figure of our population. Do it scientifically, and be sure that no one is missed.' Three days before the census was taken the Government asked if Monsieur Jacquard was ready; he said that he was and that he assumed full responsibility for the job."

The fact that after thirteen years of war and so many tribulations Turkey has a population of 14,000,000, the *Aksham* goes on to say, shows the vitality of the Turkish nation, and while there are larger populations in the East, they are "not so homogeneous and so compact as the Turkish." In any question involving the equilibrium of the world, we are then advised, Turkey must henceforth be counted as a country of 14,000,000 people, and with such a population the nation may easily put forth an armed force of 700,000 to 800,000 men. This Constantinople journal adds: "We are happy to know that there are 14,000,000 of us. And now since we know the truth, it is our duty to raise this population to 20,000,000, and even 25,000,000 This must be our aim."

As against this glowing outlook, the Athens *Constantinoupolis* —a weekly published by refugee Greeks who formerly lived in Constantinople—gives an entirely different verdict on the census. Thus it observes:

> "The census of October 28 has come most appropriately to confirm the utter collapse of Constantinople, whose population before, or rather immediately after the Great War, was 1,100,000, according to the statistics then published by the Turkish authorities themselves. But since the Kemalists became the masters of the situation, and had the capital transferred to Angora, this population has been steadily dwindling, until now it is barely 669,602. It should be kept in mind in this connection that this figure includes the Army, and the crews of every boat that happened to be in Constantinople harbor on the day of the census. The above figure is official as given out by the Prefect of Constantinople, who asked Angora for instructions before communicating it to the press. It is also suspected that the total figures of the census, as given out, have been padded by the Government.
>
> "Still worse than the plight of Constantinople is that of Eastern Thrace, as none of the cities of that province shows any increase in population, while there are many that lost considerably since the province was returned to Turkey. Thus Andrianople, which before the war had a population of 100,000 to 110,000, has been found to-day to have less than 39,000, and entire quarters of that city were wholly deserted on census day."

The London *Daily Telegraph* expresses the half-humorous regret that the Turks should be counted, for it believes:

> "That there should still be some few corners of the earth immune from the modern passion for statistics, some few countries in which the despotic zeal of officials to have each and every one of their subjects fully described upon a form should still be baffled, every man of natural human instincts must desire. But the new Turkey is being completely civilized, and the one thing absolutely indispensable to civilization, all good administrators know, is statistics. A country may have a healthy and enterprising and prosperous population, it may have attained to a high standard of comfort and a liberal culture, but unless it can produce large volumes of elaborate statistics, it is not, according to modern opinion, a civilized community."

SCIENCE AND INVENTION

SECRET RADIO

ORDINARY BROADCASTING IS LIKE shouting from the housetop. Every one within hearing distance gets the message. But there are other methods of transmission in which the message can be heard only by the person to whom it is sent. These are explained in an article on "Secret Signaling," contributed to *Radio News* (New York). Owing to the supposed greater secrecy of the telegraph line or cable, we are told. many business firms and some governments have not turned readily to radio communication; for it can be easily understood that many times it is imperative that messages be sent and received without their contents being known to any one except those for whom they are intended. But the supposed secrecy of wire and cable is not flawless, and the supposed publicity of radio is being remedied. As the writer tells us:

"In the first place, messages transmitted by wire are not proof against the skill of determined wire-tappers.

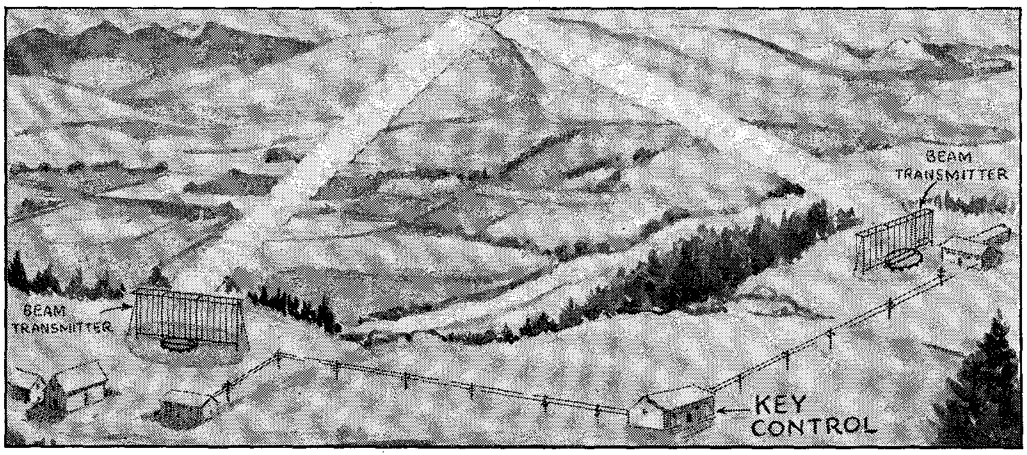
"A message that is secret can be sent in code or cipher. But it is a difficult task to find a system which can not be deciphered. This fact was proved numerous times during the World War.

"In code transmission, used for commercial purposes, entire words or phrases are replaced by letters or numbers taken from a special code book, of which copies must be in the hands of both the sender and the receiver of the message.

"Even when elaborate secret codes are used, the mere fact that several copies of the book are in existence increases the chance of the key falling into the wrong hands.

"Having seen that the secrecy that telegraphic ciphers are said to enjoy is not so very secret after all, it will be of interest to consider one of the latest systems for secret signaling in radio. Naturally ciphers can be used in radio in the same manner in which they are used in land wires, but the question at once arises: Can a radio signal be safeguarded against interception by an unauthorized listener to the same degree that an ordinary line can be protected from the wire-tapper?

"Obviously, while the land wire is localized along a particular path, which may be kept under supervision, radiated magnetic waves spread out in all directions and therefore offer a wider area of attack. In the illustration will be seen a plan developed by Mr. R. D. Bangay.



From *Radio News* (New York)

AN INGENIOUS PLAN TO SEND SECRET RADIO MESSAGES

The two beam transmitters send alternate fragments of a dispatch, the whole of which is receivable only in the small area of intersection. An eavesdropper outside this area will pick up only a part of the message.

"Two separate transmitters are used, situated some distance apart. The antennæ are of the kind which transmit a beam of waves; i. e., the radio waves are concentrated in a narrow path instead of being spread out in all directions. These two beams will intersect at a certain point, and it is here that the receiving station is located.

"The messages are sent from a keying station midway between the two aerials, and the keying circuit is so arranged that neither transmitter sends the entire message. For example, it can be so planned that one of the transmitters sends the dots of the Continental code and the other sends the dashes. This is accomplished by using a key that sends dots in one position and dashes in the other.

"The result is that, while the area of possible reception by an unauthorized listener is limited in each case to the line of the beam, an eavesdropper if placed in one or the other of these two paths, will pick up only a part of the message—only a series of dots or dashes.

"The only points where the entire message can be received lie in the area of the intersection of the two beams. The aerial of each transmitter may be mounted on a revolving platform, so that the two rays can be converged at any point within the range of the two transmitters, excluding all others.

"As an additional precaution each beam may transmit a continuous carrier wave, upon which the signals are imprest at different superaudible frequencies. At the receiving station the two 'supersonic' frequencies are combined to give an audible beat-frequency as the ultimate effect.

"Even in the case of telephony secret systems of radio transmitting have been developed capable of baffling the most determined efforts of an eavesdropper. If speech is used for modulating a carrier wave of fluctuating frequency instead of one of the usual constant frequency, the tuning of the receiving station must be kept constantly in step with the variations of the transmitter. Otherwise, only unintelligible fractions of the messages could be picked up on an ordinary receiver.

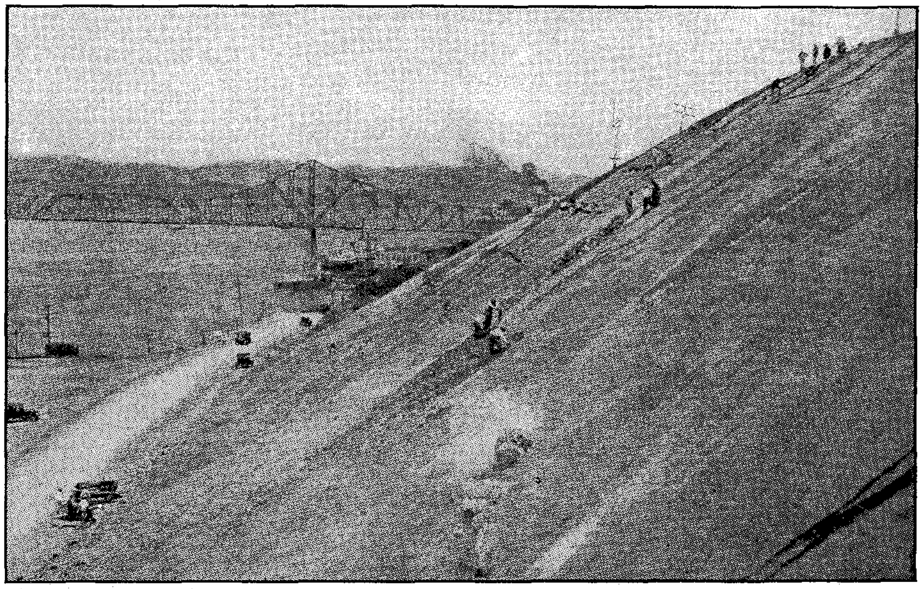
"If the carrier wave is supprest at the transmitter so that only one of the side bands is transmitted, it is impossible to pick up an intelligible signal with an ordinary set. This type of reception can only be accomplished by using an oscillating system at the receiving end to supply the missing carrier wave and 'beat' the side-band down to audible frequencies. If, in addition, the supprest carrier wave is a fluctuating instead of a constant frequency, the eavesdropper must keep his circuit oscillating exactly in step with the fluctuations of the transmitter before he can pick up an intelligible message.

"The message can be further garbled by applying the microphone currents to an intermediate frequency and selecting the lower of the side-bands for modulating the main carrier wave. The speech frequencies are thus inverted or converted from their original form into a confused noise. These can be restored to intelligibility only by reversing the modulating process at the receiving end; an operation that necessitates two sets of oscillators.

"It would seem that these complications would make for secrecy. The original microphone current from the amplifier is first applied to a balanced modulator fed by a source of intermediate-frequency current. The resulting side-bands are so filtered that only the lower one reaches the principal modulator. The main carrier wave is generated separately, the tuning condenser being continuously varied by a motor to keep the carrier frequency at a constantly changing value."

TOOTH-INSURANCE NEXT

DENTISTS ARE CUSTODIANS of machinery that grinds thirty-seven billion dollars' worth of food yearly. They are pretty good at repairing it; but what do they do to ensure that it shall not get out of repair? Very little, says George A. Miller, writing in the New York *Evening Post.* Preventive dentistry hardly exists; but it is a necessity of the future. The 50,000 dentists in the United States could, if properly financed and educated, asserts the writer, do more to insure the health, wealth and happiness of our 115,000,000 people than any other profession. The dentists are the guardians of the health of the people, but neither the people nor many of the dentists realize their importance to the economic welfare of the country. He goes on:



From *California Highways* (San Francisco)

COVERING A HILLSIDE WITH A STRAIT-JACKET OF CONCRETE

The picture shows the men at work putting more than an acre of concrete over the Valona slide which has been pushing a great California highway into the waters of Carquinez Straits.

"Preventive dentistry is in its infancy; in fact, it is hardly born as yet. The powers that be in the profession are just beginning to think about the problems.

"Last year, the income of the people of the United States amounted to the enormous total of $90,000,000,000, and of this amount $37,530,000,000 was spent for food. This figure is estimated as 41.7 of the entire cost of living.

"If the American people ate $37,530,000,000 of food last year, then just think what it would mean to them if their teeth, which prepared that food for the action of the chemical reagents in the human body, were in prime condition.

"Dr. E. S. Chayes, president of the First District Dental Society of New York, recently stated that the dentists in the United States could not more than make a start in taking care of the decay existing in the teeth of the American people short of five years.

"The health measures of physicians to prevent disease might be almost eliminated if the teeth of the nation were kept in perfect condition from childhood on for a generation or two.

"Dentists have to do with the machinery that prepares the food for digestion. If the grinding machinery of a flour-mill is not in order, the flour is too coarse, and when mixed with the other ingredients that go to make up a loaf of bread, the bread is not of proper quality. In like manner, if the teeth, which are the grinding machines of the human body, are not in proper condition, the food is presented to the digestive juices of the stomach and intestine in a lumpy, coarse condition, and more energy is consumed in its digestion sometimes than it furnishes.

"Economically the losses attendant on bad teeth might be estimated. The diseases of the teeth are well-known causes of rheumatism, neuritis, and many other disorders that have interfered seriously with the health and economic welfare of people."

Prof. William J. Gies of Columbia University is quoted by Mr. Miller as saying in a recent address that there are four aspects to dental education: the education of the public and of the prospective dentist, further education of practising dentists, and the education of the physician to an appreciation of the relationship of dentistry to the problems of disease with which he is constantly dealing. To quote further:

"It is an admitted fact that American dentistry is the best in the world. Greater strides toward the solution of dental problems have been made here than in any other country in the world. These strides have, however, been made primarily in curative dentistry.

"Some dentists have taken up the dream of preventive dentistry and even contracted to keep the teeth of some of their patients in perfect condition for a certain specified sum. They know the teeth of these patients, and in point of fact are able to underwrite perfect teeth for a certain specified premium.

"These patients are required to have their teeth looked over three or four times a year, so that no decay or other trouble could become advanced without proper preventive methods being taken to check it. But these cases are few in number and more or less isolated examples of unusual intelligence on the part of both patient and dentist.

"Whether such a condition could ever be developed for everybody is very problematical. The problem of preventive dentistry is a very live one. Little has been done.

"Accident and health policies are written every day for a very moderate sum to insure people against disability, both partial and complete, due to mishaps and the ravages of certain diseases.

"Perhaps it is no idle dream that when preventive dentistry reaches the advanced position that preventive medicine holds to-day, insurance policies may be obtainable which will underwrite the price of the necessary amount of dental work to maintain an individual's teeth in perfect condition."

AN ACRE OF CEMENT TO STOP A SLIDE—The Contra Costa hills, which have been threatening to slide a California State highway into Carquinez Straits, at Valona, north of San Francisco, have finally been restrained by plastering a section of them with more than an acre of cement, we are told in *California Highways* (San Francisco). We read:

"At last the Valona slide appears to be conquered. For years it has been a source of trouble, and at one time literally shoved a concrete pavement over a cliff for a fall of at least 100 feet to the tracks of the Southern Pacific Railroad, which skirts the base of the sliding hill. The formation at this point, a short distance west of Crockett, and the south approach of the Carquinez highway toll bridge, appears to have no solid foundation, and when well saturated with water during the winter, moves in a solid mass. The sliding hill has been given a 2-to-1 slope, and after being smoothed by hand-work was paved with 2 to 2¼ inches of gunite. Gunite is a very fine mix of sand, cement and water, laid under air-pressure by a cement gun. The sand and cement are mixed under pressure and led to the job through a hose. Eight sacks of cement were used to the cubic yard. Before placing the gunite, tile drains were installed. The pavement was placed in rectangular slabs, separated with premolded bituminous composition strip, one-half inch thick. The slabs were reinforced with wire fabric spaced 4 inches apart, held in place by concrete or metal chains. Each slab was attached to the subgrade with 4 cement concrete anchors, 6 inches in diameter and 2 feet 6 inches long, reinforced with deformed bars. To cure the slope it was covered with burlap and uniformly sprinkled with fine mist for four days. The whole slope contains 44,560 square feet, or slightly more than an acre of concrete."

DRINKERS' EYES

BLINDNESS IS NOT ONLY DUE TO DRINKING wood alcohol, but it is not infrequently the result of over-indulgence in the legitimate and normal variety, according to Miss L. M. Smith Clark, ophthalmic adviser to the British Ministry of Pensions. In the continental edition of the London *Daily Mail*, she writes:

"Some of the primary effects displayed by alcoholic poisoning are a moist and red eye with inflamed and puffy eyelids, which appear in acute as well as chronic overindulgence. In chronic poisoning there is, further, a weakness of the upper eyelids, and the eyes lose their natural sensitiveness, so that they do not wash themselves out, and the blinking of the eyelids, which assists this washing, is almost entirely abolished, thereby increasing the redness of the eye.

"We have all noticed the fixt unwinking stare of the hard drinker when sober as well as drunk. The most vital damage, however, is the inflammation of the central fibers of the optic nerve, causing consequent impairment of vision. The arteries of the eye, like the other blood-vessels of the body, become brittle and break, causing effusion of blood, which diminishes the vision further.

"Where tobacco and alcohol are immoderately indulged in, the vision of both eyes becomes misty, and the sufferer usually attributes this to his eyesight declining, and thinks that he requires glasses. In fact, the visual acuity is reduced to about a half of normal, and reading of small print and performing fine work become very difficult. The danger is that the sufferer goes to an optician for glasses, which, by giving temporary relief, obscure the real cause of the condition.

"If attended to in time, a complete recovery may be obtained. However sympathetic the ophthalmic surgeon may feel, he is bound to order a sensible reduction in the enjoyment of alcohol and tobacco.

"Of course, the patient's idiosyncrasy must be taken into account. Where a person is highly susceptible to the effects of small quantities of alcohol, it is advisable to enforce complete abstention. Further, the matter of fresh air, sufficient sleep, and proper diet should be carefully advised upon. It may even be necessary to treat with drugs, but that is a matter for skilled hands to direct. Under proper treatment a recovery may be looked for in one to three months.

"Acute consequences from alcoholic indulgence are more frequently met with in America, where Prohibition has given rise to the consumption of wood alcohol, immature whisky, and quack medicines.

"The victim suffers from headache; his pupils are dilated and he may become blind in both eyes, the blindness setting in immediately or within a few days. The blindness may improve temporarily, but generally relapses into permanent blindness. It is due to the inflammation and consequent destruction of the optic nerve and the retina of the eye."

SEAWEED NO LONGER A WEED—If a weed is a plant for which no use has been discovered, a new name must soon be provided for seaweed, says *The Industrial Bulletin* of Arthur D. Little, Inc. (Boston). It has long been known as a source of iodin. We learn:

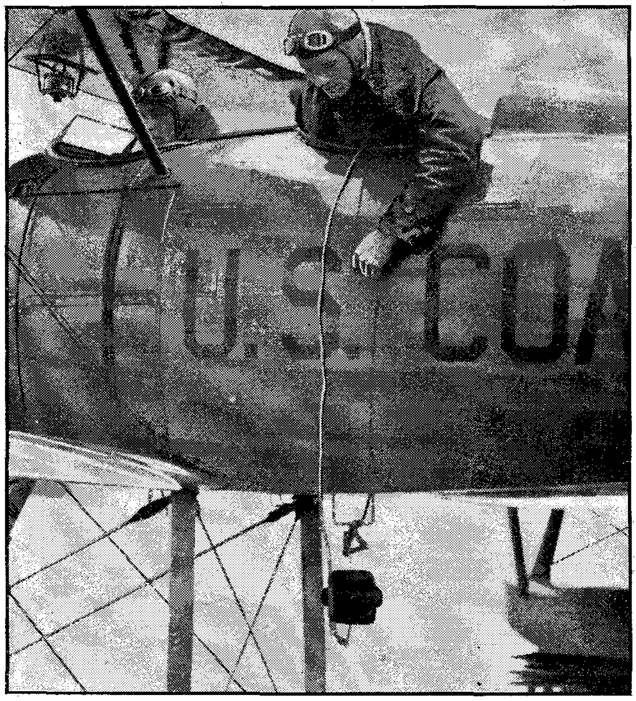
"During the war the Pacific kelps were made to yield much potash, and a great plant was constructed at San Diego for the production of special solvents from seaweed by fermentation processes. Now comes the announcement that after prolonged research a new American chemical industry has been established in California in which seaweed is utilized in the production of algin and alginates. Algin somewhat resembles starch and gum arabic in its properties, but is in many respects superior to either.

"It has fourteen times the viscosity of starch and thirty-seven times that of gum arabic. For sizing and finishing fabrics it has the advantage over starch, in that it fills the cloth better, is tougher and more elastic, transparent when dry, and not acted on by acids. Goods so treated have a thick, elastic feel without the stiffness imparted by starch. It will undoubtedly find application in dyeing and color printing and in the sizing and coating of paper. Many other special uses for alginic acid and its salts in industry, pharmacy, and food preparations have been suggested."

LIFE-LINES FROM AIRPLANES

A NEW METHOD OF RESCUING CREWS of wrecked boats, adopted by the coast guard after successful tests, is described in *Popular Mechanics* (Chicago). So-called "amphibian" planes, capable of taking off from or alighting on either land or water, are being used at two stations instead of life guns to carry rescue lines to wrecked ships off shore. We read:

"Developed as the result of five years of experimenting by Lieut.-Com C. C. Van Paulsen, of the coast guard, the aerial life-saving service is able to establish breeches-buoy connection with ships a mile or more off shore, instead of being limited to a few hundred yards, as is the case with lines thrown by the small harpoon-cannon. The record distance for a cannon-shot-carried line is 695 yards, whereas the planes are effective at several times that distance.



Courtesy of *Popular Mechanics* (Chicago)

FISHING FOR A LIFE-LINE

Coast-guard flyer preparing to drop the trailing gear to pick up the life-line as his plane races out to sea.

"The problem of taking a line out to sea by air was complicated by the fact that the plane could not take off while burdened with a trailing rope, so must pick up the life-line after it was actually in the air. Commander Paulsen solved the difficulty by attaching the end of the line to a cross rope swung between two masts placed 200 feet apart. The plane, after getting under way, circles about and passes over and between the two masts, while the observer lowers the weighted end of a light rope, carried on a reel in the airplane. The weighted rope tangles with the line between the masts, jerks it free and carries it out, trailing the life-line after it. The airplane flies straight out and over the ship in distress, and the observer then cuts the rope and allows the line to fall across the deck.

"From then on the procedure is the same as in the usual rescue work with breeches-buoy tackles. The first light line is used to pull a somewhat heavier tackle out to the ship. After it is made fast, the coast-guard crew ashore attaches the still heavier rescue cable and it is hauled out. After the ship's crew has made the end fast, the original light tackle is used to pull the trailing pulley of the breeches buoy back and forth along the big line.

"Cape May, New Jersey, and Gloucester, Massachusetts, are the first two stations to be equipped for aerial life-saving. They were chosen because they had already been provided with Loening amphibian planes, of the type used by Commander Byrd in Greenland and in the flight around South America. The planes were purchased originally for the aerial patrol against rum ships off Boston, New York and New Jersey shores.

"The life-line used is so light that the powerful planes can take the end a mile or more to sea before the dragging weight becomes too great. No reels are used for coast-guard lines, as the friction would quickly stop the line, whether fired from a gun or trailed from an airplane. Instead, the line is coiled in a complicated pattern about pegs set in a wooden frame laid out something like a chessboard. The pegs are then withdrawn, leaving the line 'faked,' as sailors say, in such a way that it will run out without tangling, and without friction.

"The Lyle gun, which has saved thousands of lives since its invention by Lieut. David A. Lyle, of the U. S. Army, has been the chief reliance of the coast-guard for a half century. It is a small bronze cannon, weighing, with its eighteen-pound projectile, to which the line is attached, slightly more than 200 pounds. Once the line is made fast to a ship, it can be used either for the breeches-buoy, a pair of canvas trousers, knee-length, in which the rescued person is suspended and dragged through the waves, or for a water-tight life car, built like a small submarine and capable of holding a number of people at each trip. The Lyle gun is the successor of one of the oldest forms of rescue apparatus, a powerful crossbow, mounted on a wheeled carriage and bent by turning a crank, which, with an arrangement of cogs and line, brought the bowstring back until it could be caught by the trigger."

THE INVENTOR'S RIGHT TO A MILLION

SHOULD A SCIENTIST TRY TO MAKE a fortune out of that which he has discovered? Ought the Curies to have patented radium? Ought Lindbergh to have taken up some of those alleged million-dollar offers? Most scientific men think that it would be unethical so to do, and public opinion applauds them. But an editorial writer in *American Medicine* (New York) opines that this is all a mistake. The laborer is worthy of his hire, he thinks, in pure science as well as in industry or commerce. A scientific investigator is not vowed to poverty just because he is dedicated to the pursuit of truth. He goes on:

"The fact that the being of the scientist is more largely and completely satisfied by non-material pleasures does dull his active acquisitiveness, but he is not usually altogether immune to the attractiveness of money. The real test comes when he discovers something of untold value—as Banting and Best did in insulin and as Steenbock is said to have done in elaborating the discovery of Alfred Hess that ultra-violet rays will activate hitherto inert oils with vitamin D properties, thus making them antirachitic.

"In such cases the enlightened State can step forward, as did Canada, and offer a modest monetary reward. But suppose some commercial concern really did offer two million dollars for the new idea, as the Associated Press implied was the case with Steenbock. A cereal manufacturer was supposed to have offered some such sum for rights to the process. What should the ethical scientist do? In this instance it is quite probable that no such rights could have been transferred because others had also made Steenbock's finding—Hess published prior to Steenbock, in fact. But assume that Steenbock could have gotten two million for an outright sale.

"Consider what he is quoted as having said to the press. Whether he said this or not does not so much matter; the statement was considered highly ethical and quite in character with nobility. The statement was—'If I took that money it would mean that the purpose of my life had been perverted. I am happy only in the endeavor to advance the well-being of humanity.' If this actually was said, it is an ascetic pronunciamento worthy of some other-worldly saint.

"In the first place, such sale would at once widely disseminate the discovery among the people who will have to pay much more for an ultra-violet breakfast food exploited by dozens of little, competing firms, than for such a cereal prepared and exploited efficiently by one large company. In the second place, two million dollars would enable a scientist to found a laboratory of his own, with all appliances and associates, in which he could work more wonders than ever, unmolested by economic and administrational irks.

"The crux of the matter is this: It is something the pure, experimental scientist seems unable to comprehend. We live in an acquisitive, individualistic society. The avowed rule is self first. Every individual has to be for self first in a society which is not self-conscious and where mutual aid is largely suppressed."

The scientist is regarded by this writer as a socially minded unit in an acquisitive, individualistic society. His whole training, intellect, and outlook tend to make him aspire altruistically. His whole tendency when he has found some beneficial truth is to tell all men. His whole intellectual content revolts against commercializing the truth and profiting individually. He revolts so powerfully, in fact, that he loses his judgment. We read further:

"He should not be superficial. He should think analytically on the problem. He should say—'How can I, socially minded altruist that I unfortunately am, really be most helpful to humanity in this greedy, every-man-for-himself society?' He must then craftily take whatever he can get from that society in order to use it wisely to benefit the very people who are too ignorant or too subnormal intellectually to help themselves. To let his innate repugnance to the academic figment 'commercialization' dominate his good sense and result in a mad under-compensation is not only silly, it is selfish.

"It is not to the credit of the scientist to stand forth publicly in his cheap clothes, smiting his breast and crying—'See how noble and how pure I am! Let this cup of millions pass! Tempt me not with lucre!'

"It would be more wise and less selfish for him to say—'This is an acquisitive society. Most people are too ignorant or too unintelligent to do other than make money and squander it. Here I have by pure inadvertence come across an opportunity to make a large sum in a manner esteemed honest and legitimate by this society. I shall make it. I shall wear decent clothes, become well fed, and be without fear for the future. I shall found and equip a laboratory, and no one shall hold an economic lash over me, and there I shall most effectually help humanity.'

"This is exactly what the Mayo brothers did at Rochester. They turned the profits from their practise back into the perfection of their clinic, which was pure wisdom in this day. They never refused large fees if they could get them, but they served humanity with them. They were not only wonderful scientists; they were sufficiently balanced mentally to serve humanity to the maximum under existing conditions.

"Lest anything herein be construed as an attack either upon experimental science or the individual scientist, final emphasis had better be placed upon the fact that the end in view is that of making science more useful. Since men are predominantly irrational, this may often mean that subterfuge or even force may have to be invoked in order to permit rationality to prevail.

"The press story quoted may have been apocryphal, but it was obviously regarded as quite properly in character. If true, this story demonstrates that in our modern age of speed even a pure scientist may make a quick and thoughtless gesture of lofty renunciation which is actually, in the long run, as selfish as commercialization and acquisitiveness. While altruism, nobility of character, and high social consciousness are necessary in the laboratory of pure research, and should be extended to life in general as rapidly as awakening intelligence permits, concessions must be made to the avaricious character of the economic and social system in which the scientist lives, in order merely to enable him to do the most good for the largest number."

IRONING A PAINTING TO SAVE IT—Ironing one of the most famous paintings of the world onto its supporting fabric with electric irons is an expedient to be employed, it is reported, in restoring and preserving the famous Sistine Madonna of the great Italian painter Raffael, who died in 1520. Says Dr. E. E. Free's *Week's Science* (New York):

"This painting, now the chief treasure of the art museum in the German city of Dresden, shows the Madonna and Child, with a portrait of Pope Sixtus IV on one hand and one of Saint Barbara on the other. The painting also contains the famous Raffael cherubs, which have been so much copied, even without the remainder of the picture. For some time the museum authorities have been concerned by the tendency of the paint of this irreplaceable work to scale off from its attachment to the fabric behind it. The painting already has been restored on previous occasions; the colors having been cleaned and freshened and the loose paint fastened down with paste. These efforts having proved not permanent, it is now proposed to iron down the loose paint with carefully controlled electric heat, using special cementing materials which will be softened by the iron, but will not damage the painting."

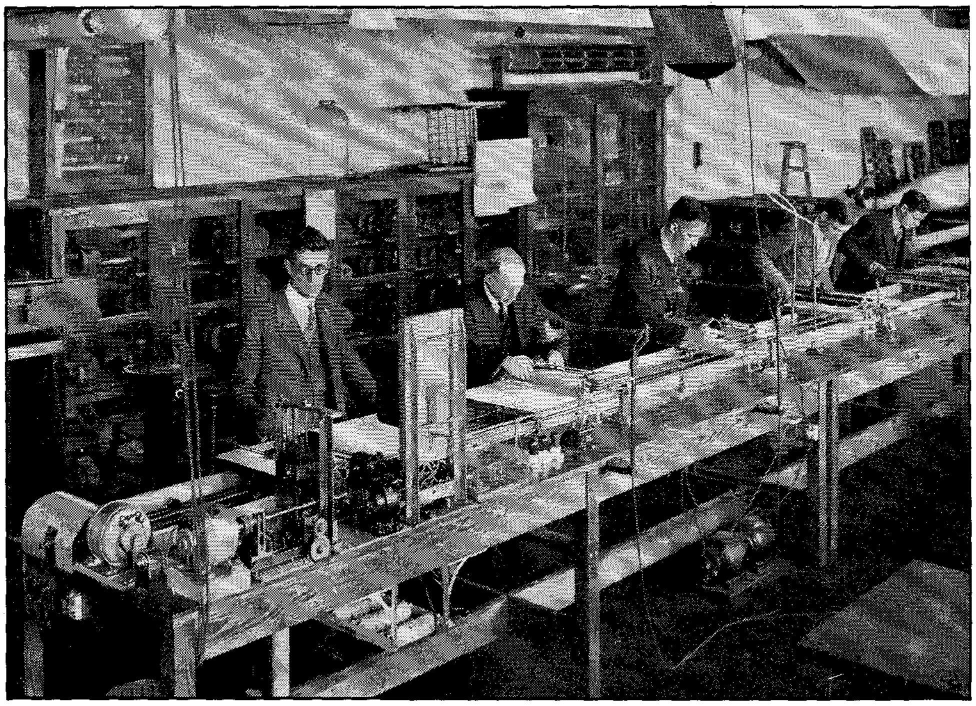
AN ELECTRIC THINKER

AN ELECTRICAL MACHINE WHICH THINKS for itself has been developed in the department of Electrical Engineering of the Massachusetts Institute of Technology. Into this "mechanical mind" can be fed the conditions of a mathematical problem too complex for the human brain to master, and it will promptly grind out the answer and write it down, as efficiently as a machine takes in lumber and chemicals and produces finished boxes of matches. We quote from a press bulletin issued by the Institute:

"The new machine, which is called the 'product integraph,' opens the doors to important fields of research hitherto inaccessible. It was developed by Dr. Vannevar Bush, Professor of Electric Power Transmission, and a staff of research workers, including F. G. Kear, H. L. Hazen, H. R. Stewart, and F. D. Gage. The work was begun several years ago with the object of meeting the urgent need for a machine which would automatically solve problems of advanced electrical theory rapidly and with a high degree of accuracy. A technical description of the instrument is to be published by the Franklin Institute.

"'The product integraph,' Dr. Bush explained, 'might be called an adding-machine carried to an extreme in its design. Where workers in the business world are ordinarily satisfied with addition, subtraction, multiplication, and division of numbers, the engineer deals with curves and graphs which represent for him the past, present, and future of the things in which he deals.'

"The integraph, a device of electrical measurements, gears, and recording tables, is virtually a man-made brain which transcends human reasoning and readily plots the answer to problems that can not now be solved by formal mathematics. It requires from eight minutes to a few hours to make computations which would take an engineer from a month to a year to work out by ordinary methods.



IT DOES MONTHS OF THINKING IN AN AFTERNOON

The product integraph, an electrical machine that "thinks for itself," developed by Dr. Vannevar Bush, F. G. Kear, H. L. Hazen, H. R. Stewart, and F. D. Gage, of the department of Electrical Engineering at Massachusetts Institute of Technology. This "mechanical mind" readily solves mathematical problems too complex for the human brain to master. Dr. Bush is seen at the left, where the geared fingers of the integraph are writing the answer to a problem in advanced electrical theory. The observers at the right are watching the operation of moving tables on which are plotted the conditions of the problem.

"The foundation of the integraph is a watt-hour meter of the same type as that used in every one's home for recording the amount of power used during the month. This machine adds up the power which is used from time to time and records the sum on its dials. It does this by running as a motor.

"Integration is merely a mathematical way of expressing the sum of a series of numbers which vary according to a given rule. The mathematician, in using the integraph, takes an algebraic equation and plots it on a sheet of paper. These sheets are then passed slowly under pointers, and operators stationed along the length of the machine keep the pointers on the curves. As these pointers move up and down, the power flowing through the meter varies in proportion, and the number of revolutions it makes during the operation is the integral or sum which is desired.

"Instead of moving hands over a dial, the meter controls a motor through a relay, and the motor is made to drive a pencil on another sheet of paper also moving slowly along. The result of all this is to trace on the sheet a curve which expresses the result sought.

"The machine does not stop at this, however, but by a second integrating device, somewhat different than the first, but performing the same operation, integrates the result a second time. This makes the machine even more valuable, since many electrical equations that require but two integrations can thus be handled directly.

"Another device is a system of back coupling whereby the curves which must be followed by the pointers depend upon the final result itself. This is accomplished by driving the tables upon which the plotted curves are fastened, by means of the same motor which drives the recording pencil.

"The machine will solve practically any second order differential equation, which is a type of equation with which engineers have a great deal to do. Many of these equations can be formally solved only after long computation extending over months, whereas this machine accomplishes the same results in, at most, an afternoon."

OUR CHRISTMAS TURKEYS ARE MEXICANS—The Christmas turkey offers a strange paradox in domestication of animals. Tho native to America, it reached the poultry yards of the United States as an immigrant from Europe, says Science Service's *Daily Science News Bulletin* (Washington). We read:

"Scientists who have been studying the ancestry of the domestic turkey of the present day explain that it is not a descendant of the wild turkey of northeastern America which the Pilgrim Fathers hunted in the woods for the *pièce de resistance* of the first Thanksgiving feast. The principal stock from which the modern turkey was derived, they say, was the Mexican turkey, found by the Spaniards in the markets of the cities of the Aztecs, as an already domesticated fowl. Carried to Spain, this domesticated Mexican turkey soon found its way into other European countries, and thence back across the water to a new home farther north, in the range of the allied but distinct wild species first known by the English colonists. Of course, it could not be expected that the original stock would remain for many generations unmixed. That never happens when animal breeders can get hold of other species to mix into their crosses. All our domestic varieties, however, have descended from wild stocks of four varieties: the eastern wild turkey, which ranged over the eastern part of the United States from Maine to Florida; the Florida wild turkey, which ranged over southern Florida; the Rio Grande wild turkey, which ranged over southern Texas and northwestern Mexico; and the Mexican wild turkey, which ranged over Arizona, western New Mexico, southern Colorado, and Mexico. It is probable, however, that these four wild varieties were of common origin, and that most of our domesticated varieties have descended from the Mexican wild turkey."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

MRS. KNIGHT STIRS UP A WOMAN QUESTION

TWO WOMEN WERE ORIGINAL MEMBERS of the Royal Academy in 1769, Angelica Kauffmann and Mrs. Moser. Since then two others have been admitted. The first of these was as recent as 1922, when the choice fell to Mrs. Annie L. Swinnerton; she had grown too old to take much pleasure in the honor. Now the Academy has conferred its laurel upon Mrs. Laura Knight, and the event has aroused much comment on the question of whether women possess the creative faculty sufficient to excel in the representative arts. The fact that only two women have been found since the eighteenth century worthy to stand with Britain's artists "might seem at first an instance of that unjust belittlement of women by men," says the London *Evening Standard.* But it solaces itself with the reflection that "it is not easy to think of any woman painter who was obviously overlooked." The "ordinary educated man," it thinks, would not get beyond Angelica Kauffmann and Rosa Bonheur if challenged to name one of distinction. The fame of Marie Bashkirtseff in other fields only helps her to be suggested for this one. Even the other realms of art can be canvassed without supplying many feminine candidates. This paper applies certain tests:

THE ONLY WOMAN A. R. A.

Mrs. Laura Knight was recently elected to the Royal Academy; her only predecessor since the eighteenth century—Mrs. Swinnerton—resigned shortly after election.

"Now, not even the most fanatical feminist would assert that women have done as well in any of the arts as men. They have had no Homer (unless Samuel Butler was right in thinking that *Nausicaa* wrote the 'Odyssey'), no Dante, no Shakespeare. But they have had their triumphs in imaginative literature. It is, at any rate, a tenable proposition that Sappho is the greatest of all lyrical poets, it is an unassailable proposition that Christina Rossetti is among the greatest of the English lyrical poets. Jane Austen in the novel has done work unapproached by any man in its particular sort. These are but names taken at random. A moment's thought would produce some dozens more.

"Why is it, then, that women have done nothing comparable in painting? It is true that there was a period when it was thought to be a career unsuitable for them. Painters were immoral persons, there were whisperings about models, no properly brought-up woman could associate herself with such a crew without contamination. But women leapt over barriers no less formidable when they felt called to the other arts, and this can hardly be taken as an explanation.

"Moreover, tho it is probably not so now, yet for generations more women were taught to draw and paint than men. It was considered a ladylike accomplishment and a proper part of a girl's education. It is not to be supposed that such an item in the curriculum will create genius where it does not exist at all, but it will at least ensure that such talent as does exist shall have an opportunity of manifesting itself. That so little nevertheless has been manifested remains a mystery which may not be inexplicable, but which we are at present unable to explain."

The feminist who may rise in wrath to proclaim this as a mere man's view may read also the following written by Joan Sutherland for the London *Daily Chronicle:*

"It is curious to reflect that no woman, even among those named [Angelica Kauffmann, Rosa Bonheur, and Vigée Le Brun], stands out mightily in the annals of art as do Michelangelo, Rembrandt, Giotto, or Da Vinci, to name only a few of the great men painters who have contributed to the beauty and richness of the world. It can not be because for so many centuries women have been cabined, 'cribbed, and confined' when it comes to ambition, because great art will triumph over all difficulties, and, granted the genius, no narrow tradition could have kept down its possessor, even if that possessor had been a woman.

"It can not be the conditions of life since the same rules apply; therefore it seems as if women as a race lacked that last touch of the fire of genius that makes the supreme creative artist.

"For in the realms of music also what names of women are there to compare with Beethoven, Bach, Mozart, or, in an earlier day, Purcell? Fine composers there have been, and undoubtedly still are, but not giants such as those first two alone, not one to stand amidst those mighty dead as an equal.

"So two of the great arts show how almost exclusively men are their interpreters, and the reason appears inexplicable.

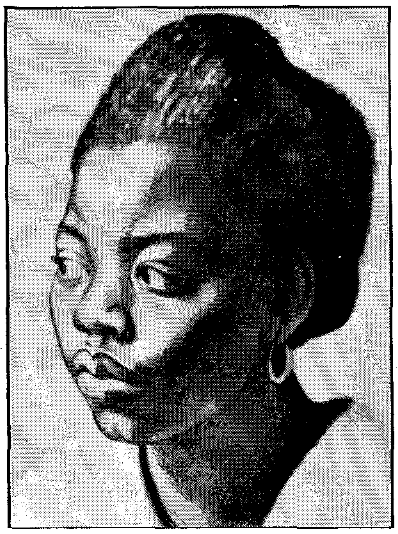
"And the curious thing is that in literature they are but little better, altho the general feminine level is, perhaps, as high as the masculine. Sappho may be considered the greatest lyrical poet of all time, but Sappho is only one immortal to uphold her sex, and opposed to her are Homer, Plato, Sophocles, and a dozen others equally great!

"Is it because nature, having reserved the greatest act of all creation for the woman, has jealously guarded that power lest it should be wasted on matters which to her inexorable materialistic laws are useless because merely decorative? Has the bearing of children taken the place of the bringing forth of great works of art?

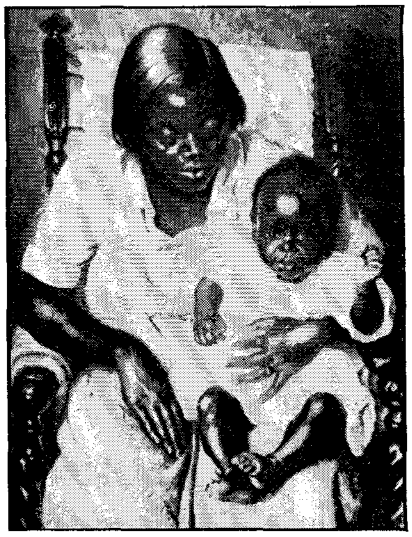
"It may well be so, but the act of human birth is so supremely commonplace that, like death, we never realize it until it touches ourselves. It is nature's decree that women shall bear children; therefore the world takes it as a matter of course, and never regards it as a supreme act of creation at all; yet surely, if not the result of genius, birth is in itself creation; therefore, to get back once more to the starting-point, it seems to be possible that in keeping this supreme creative act for women, nature withholds the gift of creative genius in the arts."

Mrs. Knight, herself, writes for *The Daily Mail,* not exactly upon the theme here discust, but on one that concerns art and

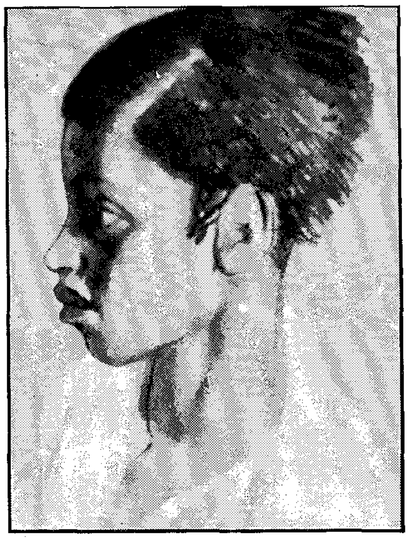
PICTURES BY THE NEW WOMAN A. R. A., MRS. LAURA KNIGHT



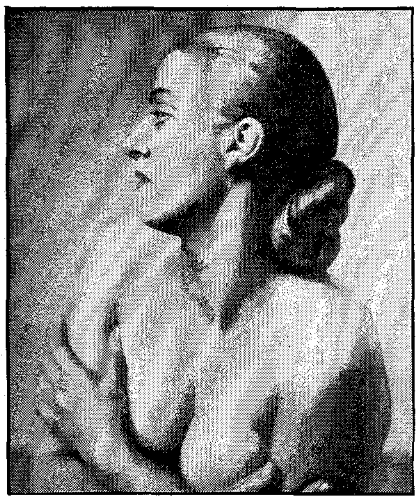
"A NEGRO MOTHER"



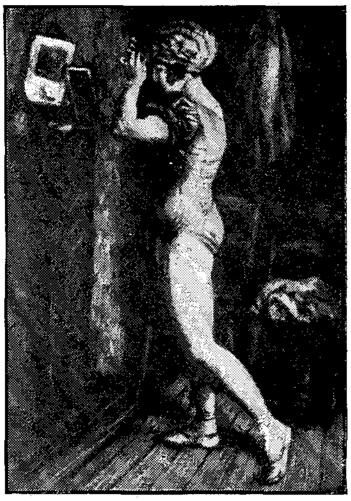
"MOTHER AND CHILD"



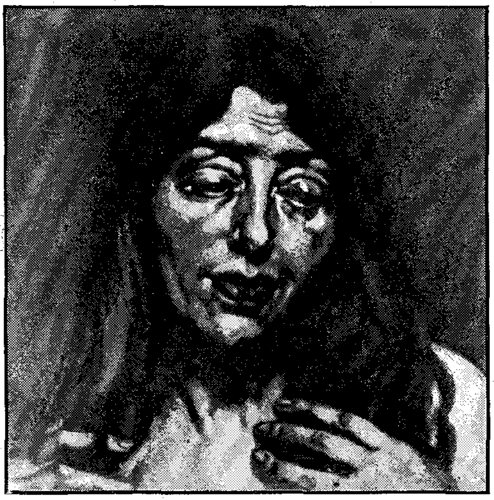
"A NEGRO FLAPPER"



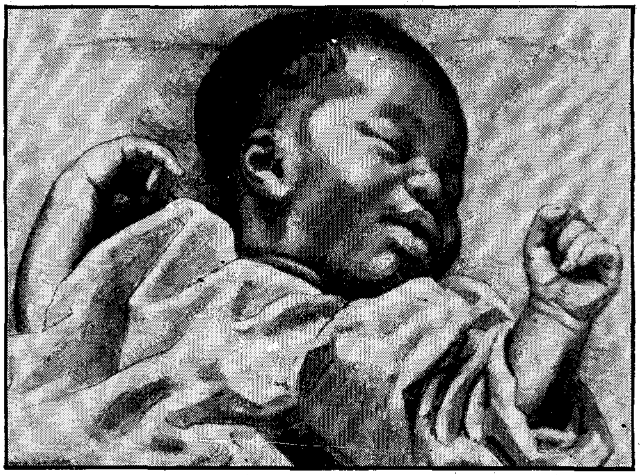
"THE SEA GIRL"



"THE CIRCUS GIRL"

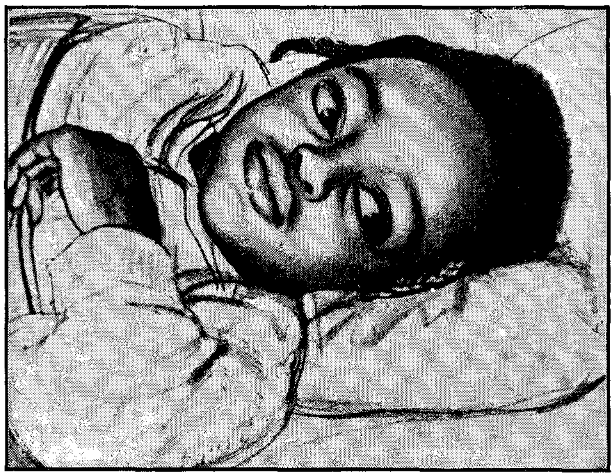


"WRINKLED ELD"



Pictures from *The Illustrated London News*, by permission

"SLEEP"



"AWAKENING"

Mrs. Knight is a daughter of Mr. Charles Johnson, and was born at Long Eaton, in Derbyshire, says *The Illustrated London News*. In 1903 she married Mr. Harold Knight, the portrait-painter, who was a fellow student with her at the Nottingham Art School. "In those days," she recalls (as quoted by *The Daily Mail*), "women were not allowed to paint from the nude, and we had to study such parts of the human form as were revealed to us by the school censors. For years I have visited the theaters to draw ballet girls." Her picture in this year's Academy was "Dressing for the Ballet." She first exhibited at the Academy in 1903, and her work is represented in many public galleries in this country, as well as in the Dominions and America. She was awarded a gold medal at San Francisco in 1915, and served on the jury of the International Art Exhibition at Pittsburgh in 1922. Her studies of colored women, of which we reproduce examples here, were made during another visit to the United States this year. Mr. A. J. Munnings, R. A., has said: "I regard Mrs. Knight as the greatest painter of open-air and sunlight we have had in this country."

life and also on the strange and debated aberrations of modern art expression:

"I am old-fashioned, perhaps, when I say that I do not find an artistic career and home life incompatible. But I am confident that marriage, in so far as it is a complete comradeship, can only assist creative work, and can not possibly hinder it.

"For instance, the criticism of so intimate an associate in art as one's husband or wife, must be of enormous value, because, paradoxically enough, we are always such relentless critics of the people we love, and are capable of being almost cruel in our sincerity.

"My husband and I do not work together in the same studio, and I do not show him my work, because I do not wish to be influenced by his criticisms till the pictures are fairly complete. We are, therefore, quite definitely individualists in our artistic lives; but, apart from our actual working hours, there is a sympathetic companionship between us that is undoubtedly an inspiration in our creative work.

"I do not know anything about sex war, and all the mysterious difficulties that are supposed to exist between a man and a woman who in their married lives share the interests of a similar profession. I only know, without being in the least sentimental over it, that my husband and I have found a closer union in art than we could possible have found without it.

"Art to-day, so far as I can see, is in a most hopeful state of chaos. Never have the schools been more divided, and never have they been more alive. The rebellion of the young moderns—with all the curious and sometimes ridiculous forms of expression it takes—is essentially a tremendous force of vitality. It is as tho a thousand sparkling springs and rivulets were pouring their fresh waters into a tired and stagnant river.

"If the moderns have scorned for the moment the perfections of form and technique, if they have flung upon canvas the untutored expression of their inspirations, it is all to the good. But that judgment must be qualified by the addition, 'only for the moment.'

"Both form and technical perfection are indispensable. They are the necessary medium through which inspiration must come, the language in which the thought must materialize. They are the faithful servants of art. Only when they threaten to become its master is there any danger, and it is because of the existence of this danger that the reaction of the young people is of value."

CHICAGO'S "ENGLISH" LIBRARY—Queen Victoria seems to bear all the brunt of odium for helping Chicago to found a public library after the great fire. Her descendant, George V, inherits from her this stigma, and Chicago's Mayor would see a subtle scheme to enlarge British influence in America. But the credit goes further. English men of letters, as we learn from the Manchester *Guardian*, were included in the conspiracy, tho they found in some cases a bitter tang in the sweets of benevolence. We read in a recent issue of the Manchester paper:

"The British gift of 7,000 books to Chicago in 1871 was more than a presentation. It led to the establishment of a free public library in the city. The great fire in October of that year destroyed three million volumes in private libraries. Within a month a committee was formed in England with Thomas Hughes, Q.C., M.P., as chairman, Sir John Rose as treasurer, and Mr. A. H. Burgess as secretary, to collect the volumes accompanying the address.

But there was no public library in Chicago. The Mayor promptly called a meeting of the citizens to consider the establishment of such an institution. That was in January, 1872. A committee was appointed; it secured the passage of the necessary Act through the House of Representatives in March; in the following month the Chicago City Council adopted its provisions, and the first meeting of the Library Board was held to welcome the 7,000 volumes presented by British authors.

"Hughes had asked all the literary men of the day for autographed volumes of their works. Carlyle was doubtful as to the adequacy of the effort for such an enterprise, but wrote that 'my poor contribution of a copy of my books shall not by any means be wanting if the project takes fire and goes on.' Disraeli was ironical at the piracy of his novels by American publishers, and told Hughes that 'our friends at Chicago, so far as English authors are concerned, have a free library which no conflagration can destroy. I fear they may smile when they receive our offerings in this fashion, but mine, if you wish it, shall be made.'

"A permanent home was found for the Chicago Public Library on May 1, 1874, and the first book issued from the library shelves was 'Tom Brown's School Days'—a compliment to the originator of the gift."

TWO HUNDRED NIGHTS WITH "LOEB"

THE CLASSICS FADE for most of us after we leave college. If we have had recourse to them, it was in one of the old Bohn translations, and these even are not frequently come upon. But the Loeb "Classical Library" now takes its place, and makes a serried display on the library shelf. "Press-agents toot when a play—after God knows how many 'papered' houses—reaches its two hundredth performance," the New York *Times* jeers, but for its care to announce the issue of the two hundredth "Loeb," how many of us would be aware of this procession of classic lore unfolded before us? Mr. Loeb is now a retired member of the banking firm of Kuhn, Loeb, and recently celebrated his sixtieth birthday. It was not for gain that Mr. Loeb engaged upon this enterprise; the expense of publication is not covered by the sales, and the philanthropy even subjects itself to taxation. The two hundredth issue is the second volume of the "Attic Nights" of Aulus Gellius, "a miscellany," comments *The Times*, "like the *Congressional Record*, but, most unlike that standard sheet, full of curious knowledge and excerpts, not elsewhere preserved, from Greek and Latin authors." Passing by the well-known things like Cæsar, Horace, Homer, Demosthenes, which, of course, are present, *The Times* calls a roll of names which may cause a thrill that the classical Olympus has so many literary gods:

"Among the late numbers which have not yet reached this country is a superior Greek work of something the same order, Athenæus's 'Dinner of the Learned,' full of imaginary talks and elegant extracts on every subject under the heavens; but for all its long-windedness and rambling, dear to the gourmet, the student of ancient cookery and the amateur of scandal.

"Among these late-comers, too, is the second volume of Josephus, whose 'Works' in two tall and thick tomes, bound in Sunday-go-to-meetin' black, but hollow inside, served to mask backgammon boards and sometimes bottles of rum among 'our wise and pious ancestors' in New England. As one looks over the list of now familiar translations in red and in green, one realizes, whatever one's own taste, what a tremendous debt all tastes owe to this series. Here are the ancient orators, poets, dramatists, biographers, historians, philosophers. Here are botanists, epigrammatists, geographers, men of medicine, men of religion. Here is Pausanias, the greatest of Baedekers, unless we except Herodotus, one of the most entertaining of guides as well as the best of story-tellers.

"And what strange old fellows swim into our ken! 'The Lives of the Sophists' recalls the golden age of professors, when their rhetoric could make Emperors weep; when they were the chief men of their cities, immensely rich, at the head of the eligible list of ambassadors. They were little gods on earth. Their successes, their vagaries and vanities are no dull chapter in the endless variegated story of human experience. We hereby invite Cantabrigian 'Copey' and Yalensian 'Billy' Phelps to compare their position with that of Herodes Atticus, Jr., and be 'umble. This modern world, so superior to 'superstition' and so soaked in it, should relish 'The Life of Apollonius of Tyana,' one of the most accomplished of miracle-workers, divine healers, mystics and magicians. It is hard to know much about the Middle Ages, because there is so much to know; but Aristotle was their intellectual god.

"Boethius's 'On the Consolation of Philosophy' was a medieval 'classic.' St. Augustine's 'Confessions' had affected the minds of many centuries. We hope that his still more impressive and influential 'De Civitate Dei' will be added to Mr. Loeb's library. Julian the Apostate, that fine belated luckless pagan whom we used to think of as a sort of brother and worse edition of Benedict Arnold, is here to be studied in his writings. Here in St. John Damascene's 'Barlaam and Iosaph,' once known in many languages, is the casket yarn of 'The Merchant of Venice.' Here, too, but not for us—let T. S. Eliot have it—is Lycophron, whose meaning has not been guessed in English for more than a hundred years, till now."

Ignoring the masterpieces and seeking out the penny dreadfuls even, gives an idea of the great range of this work; and before leaving the subject, a glance is given toward the disinterested spirit prompting it:

"It has its best-sellers; but Mr. Loeb goes down into his pocket heavily for many of its publications, indispensable to its aim and scope. It is not a money-making, but a money-losing concern. For the purpose of encouraging learning, our benevolent Government charges duties from 15 to 25 per cent. on two-thirds of the retail price of the English books; yet the American price is about the same as the English. As knowledge presses on the world, the infinite accumulation must give less and less time and chance for reading the classics patiently and thoroughly in the original. Those of us who have small Latin and less Greek may still occasionally glance from the translated page to the original opposite. We can refurbish our rustiness if we will.

"The English is enough to accompany every reader on his travels through this old world made new. If we had any disposition to look a gift horse in the mouth, we might regret that Aristophanes, whom we shall be impudent enough to call the Greek most worth knowing, appears in the verse of Benjamin Rogers. It is a splendid version, but some of us Philistines would prefer a literal prose rendering. So with Euripides, who is not quite himself in Dr. Way's admirable verse, just as in Gilbert Murray's he is overlaid with a Swinburnian-Morrisian-Rossettian, Gilbertmurrayese veneer, pretty enough, but not the original wood. But it is ungracious to say this. In our opinion, no other man in our time has done as much to stimulate and broaden cultivation as James Loeb has done, and will keep on doing. Wherefore we thank him and subscribe ourselves devoted Jacobites."

TWO KINDS OF AMERICAN OXFORD STUDENTS

AN AMERICAN STUDENT AT OXFORD will naturally be set down as a Rhodes scholar. But it appears that out of the 175 men and women from this country now enrolled there about seventy-five are non-Rhodes, including about a dozen women. This we learn from "an American Oxonian" writing in the London *Daily Express*. Perhaps he may be a little prejudiced for his own kind, but he answers some of the questions recently agitated regarding the Rhodes scholars in saying that "it has always been a shortcoming of the American Rhodes scholars that they do not make many friends with the English students. The reason is that these scholars are nearly always men from the provinces, and quite lacking in cosmopolitan experience." A recent novel, "Laurel and Straw," by James Saxon Childers (D. Appleton & Co.) pictures one of these Rhodes men as coming from Ohio and feeling his social inferiority to his English mates from the fact that his father, tho rich and successful, is a meat-packer. The boy becomes a member of his college crew in his first year and later wins a "half-blue" in tennis; he also mingles socially with plenty of aristocratic companions, but he keeps his origins a secret. The reason he is not ruined by his snobbish assumptions is due to an inherent honesty that finally triumphs, tho the dénouement robs him of some of his gilded friends. This, however, is not the picture given by our "Oxonian" writer, who says of the Rhodes men:

"They would be as much at sea in New York as in London. They stay in England three years, grow lonely, because the Englishman by nature does not make himself familiar with them in the first three days, and then relapse into the easier and less profitable habit of trooping about in term time, and on the Continent during vacations with one another.

"The result is that 90 per cent. of them go back to America exactly as they came, except, perhaps, with a little more knowledge. In the twenty years since the first Rhodes graduates returned home, only one, Christopher Morley, the novelist, has attained real distinction. The majority of these 600 men have sunk into obscure teaching jobs in colleges, and become absorbed in domesticity."

Whether the non-Rhodes men will establish any better record "can not with certainty be foretold," tho the writer finds it "probable that they will." For—

"They are more recent, and their numbers are not yet significant. But they are coming at their own expense, or, at least, at their own father's expense, and neither father nor son is likely to make the investment without taking care that substantial benefits accrue, both in manners and in breadth of vision. Such benefits can only arise from continuous fresh contacts, not only with English students but with Oxonians of many other nationalities, Asiatic as well as European, which are to be found at the university.

"These non-Rhodes men from Harvard and Yale, having lived usually in New York or Boston, and being at the start possest of rather more *savoir faire* than the scholars, are naturally more successful in getting out of Oxford what they expect to find. To begin with, unlike the Rhodes scholars, they are usually able to gain admittance to one of the larger colleges, where they meet more interesting men. Again, before leaving home they take care to provide themselves with numerous letters of introduction either to English people living in London and Oxford or to influential Americans in England.

"Such letters always take the edge off long hours of solitude in a strange place, and frequently they lead to friendships of no small value in a man's later life. But in the university they give a man a running start. A remarkable trait of the English people is their eagerness to share a new acquaintance from overseas with all their friends—for this reason one letter often begets half a dozen more."

The Harvard and Yale man is said to be more essentially a club man, and naturally is absorbed by the gregarious habits of Oxford where clubs are numerous. He also differs from the Rhodes man in the nature of his studies:

"While his compatriot with the scholarship generally reads law, being a thoroughgoing utilitarian willing to take no chances on not finding a job when he returns home, the man who pays his way prefers history or English literature. If he stays only one year he takes a diploma in his subject; if two or three years, he goes through the regular honors school and takes his B.A.

"The non-Rhodes American student is often distinguished, as far as recreation is concerned, by his choice of the typically English sports, such as hunting and beagling, which he can not enjoy at home. Those whose allowance is not large enough to enable them to keep horses, hire their mounts. Occasionally Americans grow so enthusiastic over this life, so entirely new to them, that they spend whole vacations in England following the Bicester Hounds, the Warwickshire Hunt, or the Whaddon Chase.

"Americans interested in Oxford polo are also always non-Rhodes men, partly because the game is expensive and partly because Harvard, Yale, and Princeton are the only large universities in America which support polo teams. Last term two Americans played in the Oxford 'Varsity four which defeated Cambridge, and a third would have played had he not been summoned home by a death in his family.

"When an American appears in the 'Varsity boat, he, too, is very likely to be a non-Rhodes student, from Harvard or Yale. Kingsbury, the strong oar in last year's crew and an old Yale captain, was non-Rhodes, as was Kane, the Harvard 'Varsity oarsman of a few years previously.

"In this new exodus of aspiring young Americans to Oxford there is something more than a fad, something more than a mere wish for another year or two of leisure before going to work. It expresses a sense of the inadequacy of what even the older American colleges have to offer in culture, in tradition, in atmosphere, in discussion of world affairs.

"It is really a step forward in sympathy with the League of Nations. And it has a curious parallel in Roman history, for it resembles the exodus of young Romans of the Augustan age, for very much the same purposes, to the older schools of Athens and Rhodes."

THE COVER—The artist who provides us with this picturesque Florida scene, Mr. S. H. Wainwright, Jr., is not a native of that clime, but hails from Greenwich, Connecticut, where he is a member of the Arts Society. With the umbrella palms on one hand and the tree hanging with gray moss like something old and bearded, we get the tropical features of this land whose winter allure grows more and more potent each year. Florida, they say, is tempered during the winter by the waters of the Gulf of Mexico and in summer by the never-failing breezes springing from both the Gulf and the Atlantic. Here also is perhaps the melting-pot of social classes. With this easement to social life it is not strange that this land draws from all corners of our vast country and forms a refuge from the rigors of the winter months.

RELIGION-AND-SOCIAL-SERVICE

RELIGION AS A BASIS FOR BUSINESS

"SAY, DOC, WHEN DO I CROAK?" The boy had just given a blood transfusion to his sister, in a New York hospital, and he thought that he must die as a result. He was quite willing to make the supreme sacrifice, which Charles Stelzle, noted sociologist, says, is not unusual among working people. Indeed, he tells us in an article in *Forbes Magazine* (New York), the sacrificial life is so common among working people that they scarcely pay any attention to it. "They accept it as a matter of course. To go to work, in spite of headache and heartache; to perform routine tasks which are drudgery; to face the problems of life with little wealth or resource—this is the common lot." And the workingman, points out Mr. Stelzle in this magazine addrest to business men particularly, is the business man's responsibility. Business, he tells us, can be spiritualized; it can use the Golden Rule to advantage. Mr. Stelzle does not indict business; but, as one who was once a toiler himself, suggests how business can also be made a great adventure in doing good.

GOD'S GARDEN

By Sylvia V. Orme-Bridge

Very old is God's garden,
Very old is the earth,
Unvisioned its secret
Of death and birth.
Very old is God's garden,
We know not when
He began His sowing
Of the hearts of men:
To be ploughed and harrowed
By love, by hate,
For immortal gardens
Predestinate.

There shall come a spring,
When no man knows,
When shall wake the iris,
When shall wake the rose.
Each in his own appointed place,
For a day, for a year, for an æon's space.
Very old is God's garden,
And we know not when
He shall gather in harvest
The hearts of men.

—*America, New York.*

The average American home, writes Mr. Stelzle, is just about two weeks ahead of want. "The average family has an *income* which is only about two-thirds of what economists regard as adequate." Therefore, the great need of to-day is a more abundant life, and, reminding us that he who follows the teaching of Jesus and orders his affairs so that others' lives may be enriched is fulfilling the supreme purpose of religion, Mr. Stelzle goes on:

> "This doctrine applies not only to individuals—it is applicable to business, to corporations. For a business to be conducted upon a religious basis does not mean holding early-morning prayer meetings or noon-day song services. The objective should be the building of the whole life of all those who may be influenced. This also applies to churches and religious organizations. These equip men, inspire them, to carry out the high purpose of religion. Whether they are effective is determined mainly in business and in industry, for here it is that we have our daily contacts with those with whom we must live out our principles.
>
> "All of which gives business and business men a limitless opportunity to make religion a real thing, for no other group, and no other institution can do quite so much to enrich human life. How practically can business live up to this ideal?"

Naturally, says Mr. Stelzle, one of the first considerations is the actual saving of life itself, the need of which he thus makes apparent:

> "The workers to-day are paying a heavy price for our supremacy in the industrial world. In spite of the increased length of life of all men, workingmen's death-rates are still abnormally high, mainly on account of their occupations. The death-rate of workingmen of middle age is nearly 40 per cent. above that of men as a whole. Ten years ago it was nearly 60 per cent. Progress has been made.
>
> "Dr. Louis I. Dublin, statistician for the Metropolitan Life Insurance Company, says the most determining factor in the lives of men is their occupation, and he points out that the length of life of industrial workers is eight years shorter than that of non-industrial workers.
>
> "Deaths from accidents among industrial workers is two and one-half times as great as among non-industrial workers. But death from tuberculosis is even greater than it is from accidents, and industrial employment is the most important single factor in the tuberculosis death-rate. The problem of controlling tuberculosis is to-day largely concentrated in the industrial classes. Tuberculosis among the workers is due often to dust in certain trades, excessive fatigue, bad posture, and crowded work-rooms.
>
> "Pneumonia is twice as high among industrial workers and may, therefore, be considered an added occupational hazard. Possibly the loss in life expectation resulting from this cause is as great as that from industrial accidents.
>
> "Degenerative diseases, such as cerebral hemorrhage, Bright's disease, and organic heart-disease show strikingly the effects of industrial exposure. The death-rates are two and three times as high as in the non-industrial groups during the active working years of life. These high rates probably reflect the results of long-continued strenuous labor, of heat, of marked changes in temperature, and, in instances, of specific occupational poisoning. The true picture is probably worse than would appear from the mortality records.
>
> "Thousands of workers are exposed to the effects of poisons and occupational diseases. The hazard in these employments is often acute, and the aggregate effect on health is considerable.
>
> "Every workingman may be said to be worth the equivalent of a $10,000 machine. There are probably 10,000,000 workers in factories alone. This means a total value of $100,000,000,000, or one-fourth of our total wealth to-day. These workers come to business without cost on its part. They are ready to produce—all they need is direction."

Having saved the laborer from early death, the employer who is dominated by the religious spirit will find the way to do the next thing—make the laborer's life comfortable while he is at work, for, says Mr. Stelzle, "when men are honestly persuaded that an employer's interest in them is not merely to make money out of them, but based upon a sincere desire to make life mean more to them, they will cooperate with him." But, we are advised,

> "Welfare features should never be promoted for the purpose of concealing an insufficient wage. Economic justice is fundamental in business which is based upon religion. If the system breaks down at this point, it will fail at every point. It should be an abiding principle that 'A laborer is worthy of his hire.'
>
> "The workingman fears being out of a job more than he fears going to hell. Perhaps this sounds 'religious' because of the word 'hell.' But the emphasis should be placed upon the menace of unemployment. In former days, at the first sign of slack times, the 'works' were shut down, with an utter disregard of what would happen to the workers. This was done often without warning. Such a process is not only demoralizing to industry

but extremely wasteful. The modern manager will make every effort to keep the plant going, even at a temporary or apparent loss."

Unemployment, we are told, must be guarded against as a sin, and the writer prophesies that the day will come when it will be "just as unpardonable as the yellow fever or smallpox." But the problem will have to be approached in the spirit of a great adventure. "It will require economic statesmanship. If it can be done in the spirit of religion, it will help tremendously in humanizing and spiritualizing industry." Finally:

> "The value of human life must be considered in this day of mass production, because in our zeal for output we have often made mere machines of men and women. They have been counted as so much equipment. Religion has always demanded that a man shall stand up and be counted as one. The introduction of labor-saving machinery must never mean the elimination of the individual nor rob him of self-expression. Mass production need not result in repression, restriction, restraint, in the development of better humans. American employers can meet this situation, so that workers will retain their pride of craft, their interest in work, which will dignify them as sons of God."

CHRIST'S KINGDOM LEGALLY DEFINED

HOWEVER THEOLOGIANS MAY ARGUE over the meaning of the phrase "Christ's Kingdom on Earth," the law of the State of New York gives precise definition of the phrase so far as it affects the construing of a will. An interesting decision covering the point, we read in the New York *Sun*, has been handed down by the Court of Appeals in a decree reversing an order of the Appellate Division, Second Department. The matter came up over a clause in the will of a childless widow, Mrs. Mary C. Durbrow, which, after making several bequests, directed that the residuary estate—between $5,000 and $6,000 in value—be distributed according to the executor's best judgment where he should consider it "most effective in the advancement of Christ's Kingdom on earth." Justice Pound in writing the opinion of the Court of Appeals, in which his colleagues concurred, gave an illuminating exposition of that principle of the law, we are told, which holds that bequests of this sort should not be read in an antagonistic spirit to disappoint the general intention of a will. He held that, altho figurative language is employed, the "general purpose and meaning" is not difficult to ascertain if the document is "read with the aid of our common knowledge of the speech of the devout." The decision then goes on to say:

> "Christ's Kingdom on earth is the community or whole body of Christ's faithful people collectively; all those who are spiritually united to Christ as the head of the Church, without regard to differences of creed and doctrine. Its cause is advanced in divers manners, conspicuously through the work of religious associations and educational and charitable institutions of a religious character. Such work is in its nature charitable and uncommercial. It is identified not only with the dissemination of Christian doctrine but also with the teaching of the young and the care of the sick under Church auspices. Charity and education have thus ever been the handmaids of religion."

The opinion recites further that "by the terminology of evangelical Christianity" the bequest is one in aid of general Christian work: "To carry Christ's message throughout the world; to care for the sick and to bring up the young under religious teaching; to promote the principles and practise of the Christian religion." The exprest purpose of the bequest is declared to be "to promote the cause of the Christian religion in the most general sense," and the court rules that it must be carried into effect accordingly. "Whatever nice point of theological argument may be involved in the court's definition of 'the Kingdom,'" observes *The Sun*, "the average layman will agree that the principle of giving wide latitude to the interpretation of a will so as to carry out the obvious purposes of the testator is eminently sound."

TWO CHURCH VIEWS OF THE COLORADO STRIKE

AFTER THE TUMULT IN THE PRESS caused by the shooting in the Colorado coal strike, the voice of the Church speaks out in two significant reports, one from a Methodist source, the other from a Roman Catholic origin. Each stresses firmly the belief in a "living wage" and the "right" of the miners to unionize in their own way, and asks that the police be used impartially in enforcing law and order. It will be recalled, however, that the miners responded to a strike call issued by the Industrial Workers of the World, a radical organization which has no connection with the recognized labor-unions of the country, and that—so it is charged—the affray of November 21, which resulted in the death of several men and the wounding of a score, was precipitated under I. W. W. leadership.

Without attempting to pass judgment on the merits of the controversy, because of the limited knowledge of its members of the just grievances of the miners or the difficulties of management in an unregulated industry, the Social Service Commission of the Colorado Conference of the Methodist Episcopal Church is convinced that "grave dangers impend in the present struggle because of the fact that parties concerned are ignoring fundamental social principles for which the enlightened conscience of America has long stood." The report declares that the Christian Church insists on "the right of employees, as well as employers, to organize and to deal collectively through representatives of their own choosing—regardless of public opinion of their selected agents." The report, which appears in the Denver *Evening News*, goes on:

> "In the second place, we are led to protest in the name of Americanism against the abridgement of fundamental civil liberties. We believe that interference with free speech and peaceful assembly, the arrest of strike leaders as such, and the holding of these men incommunicado and without bail and even without specific charges being filed against them, are not only gross violations of our constitutional rights, but are highly provocative of violence on the part of those who are made to feel that they are not given an equal opportunity before the law."

While the Commission is willing to support any "fair and constructive" means to settle the strike, it reiterates its belief in the ideals of the churches as exprest in this Social Creed:

> "'For a living wage as a minimum in every industry, and for the highest wage that each industry can afford,' and 'for the most equitable division of the product of industry that can ultimately be devised.'"

This is "the most sensible statement" which has been issued on the Colorado wage controversy, declares the Denver *Evening News*, a Scripps-Howard newspaper, which believes that the adoption of the recommendations is essential before a lasting settlement of industrial disputes is possible. In reviewing the situation, *The Evening News* tells us:

> "The present strike was the direct result of the fact that the miners were without means of presenting their grievances and their demands. The miners' union had been outlawed by the operators; the miners lacked confidence in the company unions which were put up as a substitute under the Rockefeller plan, and the possibility of securing relief through the State industrial commission had apparently not been sufficiently emphasized. So the situation was made to order for the entrance of the I. W. W. into the field.
>
> "This condition makes the recommendations of the Methodist commission of special importance."

The Roman Catholic position is set forth in *The Register*, a Denver Catholic weekly, which says:

> "1. We believe firmly in the right of men to unionize and to do it in their own way, without the interference of 'company' unions.
>
> "2. We believe firmly in the principle of a living wage, which means enough to keep a married man and his family in frugal

comfort, educate his children, and lay aside enough to provide for emergencies and old age.

"3. We believe firmly in the right of private property. We are against hoodlumism of any kind. Destruction of property is a sin against justice, for which there must be reparation.

"4. We believe absolutely in human rights. They are more important than property rights.

"5. We believe that nothing can be attained by refusing to talk over differences of opinion. Either side that stands in haughty disdain of the other is an enemy of the public.

"6. We thoroughly oppose the use of the police power, National Guard or any other public force for the benefit of employers as against employees. This has been done in the past in some Colorado strikes. It is an outrageous attack on decency. Even murder has gone unpunished in this State—in very recent years—because the murderer happened to be the gunman of a corporation. Both sides in a strike have the absolute right to impartial protection, wherever needed, but no more.

"7. We believe in the enforcement of State laws. There is no more reason why strikes should be outlaw affairs than any other movement. Colorado gives men the right to strike; but the State has the right to protect itself against strikes called without the attempt to settle disputes by more orderly methods. A strike, like war, is moral only when all other means of settlement have failed.

"If anybody does not agree with us on these principles we have enunciated, let him examine his conscience. If he is a Catholic, he is not in step with his Church, for the principles are, in the main, those enunciated in the Papal pronouncements on the modern economic question."

THEOLOGICAL PEACE COMING

AN ERA OF GOOD FEELING so far as theological differences are concerned will mark the religion of tomorrow, in the opinion of Dr. Harry Emerson Fosdick, pastor of Park Avenue Church, New York City, who now thinks that the Modernist-Fundamentalist controversy has been a waste of time. A few years ago, when he was special preacher at the First Presbyterian Church, Dr. Fosdick preached his famous sermon, "Shall the Fundamentalists Win?", which caused a sensation in religious circles, and started a discussion the echoes of which have hardly yet died down. Now, in an article in *The New Age Illustrated* (Chicago), he prophesies an era of good feeling, and says:

"The Modernist-Fundamentalist controversy has petered out. No problems have been solved by it, as is generally the case in such controversies. They are uniformly a lamentable waste of time and energy for all people concerned.

"After this recent outburst, therefore, will come as usual an epoch during which both conservatives and liberals will recognize that whatever may be the truth about theology, good-will is religion. There will, of course, be die-hards in both parties who will wish to keep up their vehemence. In general, however, alike the militant fundamentalist and the supercilious liberal will meet with scant sympathy from the Christian public."

Among other things which Dr. Fosdick predicts for the new age is the incorporation of the confessional, or a form of confessional, in the Protestant Church. He believes:

"The confessional, which Protestantism threw out the door, is coming back through the window, in utterly new forms, to be sure, with new methods and with an entirely new intellectual explanation appropriate to the Protestant churches, but motived by a real determination to help meet the inward problems of individuals.

"Clergymen are giving different names to this form of activity, such as 'trouble clinics,' 'personal conferences on spiritual problems,' 'the Protestant confessional.' The name makes little difference. What does matter is the renewed awareness in the churches that they are in danger of surrendering to the psychoanalyst that vast field of human need where the confession of sin and spiritual misery is met with sympathetic and intelligent treatment. To be sure, a wise minister will work with a psychiatrist, not without one, but if the churches substitute any other kind of success for the successful handling of the spiritual aspects of individual problems, they will be vacating their most obvious function."

MORAL LASHES FOR ALABAMA FLOGGERS

A STRIKING AND THOROUGHGOING condemnation of masked violence and the sinister spirit behind it is uttered in resolutions adopted by Alabama Baptists in their recent annual convention in Birmingham. Alabama, it will be recalled, has been shamed by many midnight floggings by masked bands. Some of the leaders in these attacks have been sent to prison, but a recent press dispatch says that, following a controversy between Attorney-General C. C. McCall, who charges undue interference, and the Ku Klux Klan, the trial of thirty-one men charged with participation in a score of masked lashings in Crenshaw County collapsed. However, the Baptist condemnation, gratefully welcomed by some of the Alabama papers, expresses, we are told, the true feeling of Alabamans in general. The resolution, as we quote it from the Birmingham *Age-Herald*, runs:

"In recent months our State has been disgraced by revelations of organized lawlessness on a scale more wide-spread than was ever known before. No lynchings, perhaps, but the lashings are just as outrageous in their flaunting of personal rights and in their defiance of established institutions of justice. We believe that the Christian men and women of this State must repudiate publicly, all acts of masked violence, and must openly uphold delegated peace officers among us. Punishment inflicted outside the law is anarchy, a flagrant and dangerous denial of all law."

The significance of this declaration, says the Birmingham *Age-Herald*, can be fully grasped if one remembers the unhappy preliminaries to a certain flogging which was preceded by a church service in which the doctrines of Jesus were preached. "Thus," says this Birmingham paper, "Christianity was made to serve the sadistic cruelty of a cowardly mob." In welcoming the Baptists' public declaration, *The Age-Herald* also indulges in some criticism:

"Too long have church bodies permitted primitive passions to hide behind lip-service; too long have church organizations allowed some ministers to toy and flirt with the pleasures of the mask. How is it that a preacher, formerly a dispenser of sweetness and light among the hooded floggers of Crenshaw County, is now a refugee from the State's processes, charged with actively participating in inhuman and anti-Christian activities?

"Remove the odor of sanctity which some preachers have given to the night-riding crew, and you cut from under the agents of anarchy and blood-lust one of the mainstays of their edifice of sham and terrorism.

"Break the alliance between stupid or misguided representatives of the Church and vicious and destructive representatives of an invisible empire, and you leave the gentry of the mask very much out in the cold!

"The fumigation and this breach are foreshadowed in the forthright avowal of the Baptists of Alabama that they do not —will not—countenance the domination of law-defilers and Church-defilers in the life of this State."

There has never been any doubt about where the Baptists and all other Christians of Alabama stand on the issue presented by hooded violence, declares the Mobile *Register*, which tells us:

"The truth is that an overwhelming majority of the citizens of this State are opposed to the use of the lash by hooded mobs, and to all other kinds of lawlessness. The weakness in Alabama is not in the mass of Alabama's citizenship. It is in the fact that public officials have not always been as alert as they should have been in dealing with hooded mobs and other violators of the law. Nor will we be able to get rid of these things until public officials, high and low, are forced to respect the decent public opinion of the State by living up to their public obligations and their public oaths.

"But the people at length have been roused to the meaning of these things. They agree with the Baptists that 'punishment inflicted outside of the law is anarchy,' and if we still have men in the public service, under oath to enforce the law, who take a different view, the time will come when they will feel the full weight of intelligent and patriotic public opinion on this issue. The Baptists have spoken the sentiment of the State on this issue of hooded violence and all other kinds of lawlessness, and recreant public officials may as well take sober note of it."

CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

A COLLEGE magazine, *The Dial* (St. Mary's, Kansas), brings to our notice several poems by Kenton Kilmer, a youth of about seventeen, son of the late Joyce Kilmer, one-time editor of this department. One of these charming poems undertakes the difficult *villanelle*, a French form of nineteen lines and two rimes. It is arranged in five tercets and a final quatrain, and the first and third lines of the first tercet are repeated alternately as last lines in the other tercets and also conclude the quatrain. One sees here how successful the youth has been:

THE RIVER OF VANISHED DREAMS

By Kenton Kilmer

Under the arches of time long past
Ripples the river of vanished dreams
And into the sea of content at last.

Flows the river both smooth and fast
Mingling anew with a thousand streams
Under the arches of time long past.

Soft and milky as alabast,
Flows she under the pale moonbeams
And into the sea of content at last.

Bearing ambitions of kingdoms vast,
Swirling in darkness and pearly gleams
Under the arches of time long past.

Rolling a splintered and shattered mast
Of a bark of hope, through murky streams,
And into the sea of content at last.

On the misty shore we stand aghast,
Where pass the ruins of brilliant schemes
Under the arches of time long past
And into the sea of content at last.

Harper's Bazar (New York) prints a poem by another college boy (University of Pennsylvania), showing gracefully the less serious preoccupation of college life:

CLOUDS

By Sydney Stone Field

The clouds were forming pictures
That only I could see . . .
And in that dreamy album
Was one of you and me . . .

I had bent to kiss you,
And you were about to say
That you would always . . . always . . .
When the wind blew them away!

Mr. Percy may have been too occupied at his home in Greenville, Mississippi, by the great Mississippi sorrows to have written much of late; but we welcome him again in *The Lyric* (Norfolk):

RECOGNITION

By William Alexander Percy

Quietly, silently passing, at twilight, when streets are crowded,
Ah, the faces I see, the sad beautiful faces of men,
With the haze of their dreams or their love or their sorrow tenderly on them,
With the charmed wistful shadows and hollows on cheek and temple,
Strangers to me, passing from dark into dark, unreturning!
Would I could lay on their twilight lids the kiss of peace,
But they pass, and I can only call after them "Brother, brother."

Those remembering "Stray Dog," by Miss Mish, printed some weeks ago, will find the same alert sympathy here in *Munsey's*, only directed toward a human:

CYCLE

By Charlotte Mish

Throw out the brushes, stiffened and worn,
Burn up the paint-smock, faded and torn,
Sweep out the paint tubes, broken and dried—
Mark how he tore them to scrape inside.
Paints are so precious, paints come so high
Painters must save, if they cannot buy.

Take down the paintings, label them well,
Now that he's dead they're certain to sell.
This one he painted aching with cold—
He could have had warmth, if it had sold.
Now it will sell for a fine amount.
If he went hungry then, does it count?

He dreamed high dreams. Of making a name?
Of buyers flocking who never came?
No. He dreamed dreams of work well done—
His work is ended. His dreams are won.
And does it cheer him, now he has gone,
Knowing his paintings ever live on?

Well, if he suffered for each brush touch
Perhaps it didn't matter—much.
And if it mattered we'll never know—
Come, close the door to the studio.
But leave the key as you turn away—
Another painter moves in, to-day.

Mr. Guiterman turns self-pity into humor, in *Scribner's:*

VINDICATION

By Arthur Guiterman

"The foolish mob ignore me now," he mourned;
"Applauding mediocrities and schemers,
They scorn me, as the world has ever scorned,
While yet they lived, its prophets, poets, dreamers;
But on these walls wherein, by all forgot,
I toil in want and sorrow, men hereafter
Shall place memorial tablets!" "Yes, why not?"
I owned, and turned away in silent laughter,
Remembering a little boy who said,
"Just wait! You'll all be sorry when I'm dead!"

Ireland crying over her lost or vanished sons who have "gone native," elsewhere. This in *The Irish Statesman* (Dublin):

TO JAMES STEPHENS

By Oliver St. J. Gogarty

Where are you, Spirit, who could pass into our hearts and all
Hearts of little children, hearts of trees and hills and elves?
Where is the pen that could, sweetly deep and whimsical,
Make old poets live again far better than themselves?
You lived through all our past worst time, and proved yourself no caitiff.
America then listened to a voice too dear for wealth,
Then you went to London where I fear you have gone native;
Too long in a metropolis will tax a poet's health.
It's not as if you had no wit, and cared for recognition,
A wing that lit the Liffey could emblazon all the Thames,
But we're not ourselves without you, and we long for coalition,
O half of Erin's energy! What can have happened, James?

Mr. Montague's verse is familiar to many newspaper readers, who are always cheered by his facile humor. This is reprinted by permission of the Bell Syndicate, Inc.:

NOT SO EASY

By James J. Montague

Long years ago I learned to sow
The seeds in their appointed places,
And smiled to see the plantlings show
Within a week their cheery faces.
But when they withered over night
I learned that I could never grow 'em
Unless I toiled with main and might
To hoe 'em.

Next season I attained this art,
I hoed the things through sun and shower,
And with a glad and hopeful heart
I watched them come to perfect flower.
But lo, they drooped upon the dirt
And I, each season growing wiser,
Discovered that they needed fert-
Ilizer.

I fertilized the following year,
And my tomatoes, I remember,
Thrived healthily and flourished clear
Until the fifteenth of September.
Then bugs swept down upon the lot
And I was powerless to stay 'em;
They ate my plants, for I'd forgot
To spray 'em.

There's always something I forget.
Each year I've toiled and moiled and panted
Around that garden patch, and yet
I've never reaped where I have planted.
I think perhaps the soil might give
A fair return from my endeavor
If I could find some way to live
Forever.

The play dealing with Mr. Pepys's life is attracting favorable notice on the New York stage. A contributor to "The Conning Tower" of the New York *World* attempts this metrical survey of the old philanderer. It is a fair epitome of the contents of the "Diary":

A BALLADE OF MR. SAMUEL PEPYS

(*Reprinted for Mr. James B. Fagan, author of "And So to Bed"*)

"Up, to the office, and there till four;
"Up, to the office, and to the play."
Thus Mr. Pepys in the years of yore.
This is the sum of his earthly day.
Early he rose, or long he lay;
Donned his stockings and ate his bread,
Went to court in a splendid shay . . . .
"Up, to the office . . . and so to bed."

"Saw the ships as they left the shore";
"Met with Nelly . . . . my wife distrait";
"Kissed Mrs. Knipp . . . but I vowed no more."
This is the sum of his earthly day.
"So to church for an hour, to pray;
So to a barber's, who trimmed my head.
Met with Mercer, who said me nay.
Up, to the office . . . and so to bed.

"Donned my surtout I had never wore;
So to the office, accounts to pay.
Met with Nell, which I do deplore."
This is the sum of his earthly day.
"So to the playhouse, and thence away
Home, and a volume of Potter's read.
Played my flute, and was merry and gay . . .
Up, to the office . . . and so to bed."

L'ENVOI

Gather ye rosebuds while ye may—
This is the sum of his earthly day.
And, when the whole of it's done and said,
"Up, to the office . . . and so to bed."

PERSONAL ▾ GLIMPSES

JOBS AHEAD FOR BIRD-WOMEN IN PEACE AND WAR

RUTH ELDERS OF ALL LANDS will have their work cut out for them in the future, and that on a liberal scale, according to distinguished authorities in the field of aviation. That women flyers will play an important part in the "next war" (if any) seems taken for granted by some military prophets. Not that they envisage a generation of aerial Amazons fighting death-duels in the clouds with enemy aces. The combative side of aviation is still regarded as a monopoly of the chivalrous sex. But just as woman motorists proved their usefulness and dependability in many emergencies of transport service during the World War, so, it is predicted, women flyers will render invaluable aid to their countries and to humanity in any future struggles that may vex the tranquillity of this planet.

Meanwhile, it is pointed out, commercial aviation promises to afford them opportunities for peaceful and successful careers in the air. American women have not yet identified themself as seriously with the orderly evolution of the flying profession as their sisters in certain European countries; but observers closely in touch with such matters predict that the ferment started by Lindbergh's performance will produce before long a lively crop of ambitious aviatrices, rivaling the female aces of any other land.

Keystone View photograph

A PIONEER OF WOMEN ACES

Mrs. Sophie Elliott-Lynn, who made a new record when she climbed in a light plane with a passenger to an altitude of 19,000 feet.

How do women comport themselves in the air? They are "absolutely the equal of men," declares Sir Sefton Brancker, K. C B., the "active head of all English aviation," whose views are quoted by a London correspondent of the Philadelphia *Public Ledger*. Sir Sefton, who paid a memorable visit to this country during the war (largely to stimulate a more voluminous output of Liberty motors), and whose present official duties are stated as those of "Air Vice-Marshal of Great Britain and Director of Civil Aviation," remarked that "only a shortage of training facilities prevented women from being of the greatest service in air transport. If ever there is flood, famine, or pestilence in any part of the world, I think there is no doubt, women will be in the forefront in transporting medical stores, food and all necessaries." At which point the *Ledger* correspondent observes:

Photographs from the Sunday *Public Ledger*, Philadelphia

ENGLAND'S AIR CHIEF, WHO PRAISES FEMALE FLYERS

Gen. Sir Sefton Brancker, Air Vice-Marshal of Great Britain and Director of Civil Aviation, expects great flying from American women.

Sir Sefton Brancker's unique position gives so much weight to each pronouncement from him that his every word is invested with unusual interest and value—particularly as he speaks with inside knowledge of Governments and their ways.

"I have flown with Mrs. Elliott-Lynn, whom I should describe as the woman flying ace of Great Britain," Sir Sefton continued, "and her achievements are proof that, in small machines at any rate, women are absolutely the equal of men. How successfully a woman might pilot a big passenger liner is a different matter, tho from my point of view even that is one of psychology rather than of technique.

"But I foresee a brilliant future for women in the air, and they have my heartiest support in their efforts to conquer the prejudice which hampers them and which is, as I judge from my experience, without reasonable foundation.

"The difficulties of flying are principally financial," the Air Marshal went on, "and the solution lies in larger finance, both for experiments and for the tried and approved machine. In the East we already have a wonderful air-mail delivery. We have a fair service from England to France. But it is unfortunate, perhaps, for our spirit of enterprise right in England that, owing to our short distances, there is very little need of an air mail internally.

"That retards general interest in the subject, for people are almost always more concerned with what they can see than with what they can not.

"But what we need most, of course, is a scheme for making airdromes easier of approach. As it is, it takes pretty well all of an hour to reach an airdrome and to go for an air spin. That is bad. There is a Spanish flyer who tells me that he has a scheme that will make it possible to fly in your plane as you ride in your car. I can not picture that happening just now.

"The parks might be used—I said 'might,' because I don't believe it would be a good thing to take away the children's playgrounds—but any practical scheme for an airdrome in the heart of London amounts to about $25,000,000! And there are not yet sufficient people trained to fly to make that expenditure worth while.

"And yet how wonderfully fascinating the air is!" exclaimed the Marshal enthusiastically. "It reduces space to almost nothing. I wanted to go to Constantinople the other day. I flew over the most glorious country, peeped at the Adriatic, saw Corfu, came down for a spot of lunch and reached my destination in time for dinner—without being a scrap more tired or travel-worn than when I left home!"

American women with leanings toward the flying art will *for Economical Transportation*

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ACE "POPPY WYNDHAM"

More formally, the Honorable Elsie Mackay, daughter of Lord Inchcape, merchant and shipping magnate.

be interested to hear that aero clubs, open to men and women alike, have been launched all over England. Sir Sefton Brancker is quoted:

"These clubs are really wonderful training centers, and altho they have existed a short time only, we have already trained 150 first-class pilots. The Government helps financially, of course. Each of these clubs has several women members.

"I think that woman is always adventure-loving at heart," he continued. "Look how women always pioneered side by side with men, before the days when they had any physical training or even wore sensible clothes. No wonder they are pioneering in the air, not only side by side with but occasionally ahead of the men.

"Mrs. Elliott-Lynn has just established a new high record. She rose about four miles high! I don't think that men have much fault to find with that.

"Flying is cheap, too, comparatively speaking. A pilot can invest in a machine and feel pretty sure of making it a paying proposition. Insurance may hit him a little hard, and in that case he has only the initial expense of the machine, roughly $4,000, and the unimportant expenses of running the machine.

"Conditions in America are quite different, of course," commented the Air Marshal, "and I learned a great deal from the United States. (Incidentally, Sir Sefton had just come from the big luncheon held at the Guildhall for the American Legion.) One thing in which the Americans have made much more progress than we have is in night flying. Their illuminated routes are the envy of every other country. Here we have only one insignificant illuminated route to make flying easy. England flies only by day, broadly speaking, as a consequence.

"And now," concluded General Sir Sefton Brancker, "I have only one final word to say—encourage the women as much as you do the men. Lady Bailey and Mrs. Elliott-Lynn need not remain isolated instances! And if I know anything of American ideas and the American temperament, we can expect some of the finest flying in the world from the girls and women of the United States!"

Whereupon Sir Sefton and the *Ledger* correspondent proceeded to visit Lady Bailey, wife of the South African millionaire, whose dream is of a fleet of aircraft, piloted equally by men and women, darting from point to point and leaving the railroads to carry only freight. And we read on:

"The time is coming when people will use flying machines as mechanically as they now ride in autos," exclaimed Lady Bailey, "and they will find them cheaper and far more comfortable."

Other women flyers, including the Duchess of Bedford and Mrs. Elliott-Lynn, also foretell development of the same ambitious kind, and Mrs. Elliott-Lynn says: "If men don't establish the airplane as a common, every-day means of travel, women will!"

It is especially brave of Lady Bailey to fly, because, as she says, "Should I be killed, my husband would never forgive me!" thereby betraying her Irish origin. Lady Bailey was formerly the Honorable Mary Westenra, daughter of the fifth Baron Rossmore, of Monaghan. She is tall, fair, slender, and extremely gentle in manner, but with a hint of steely strength in her gray eyes.

"At first," she confessed, "I learned to fly in secret. I dared not tell my husband what I was doing. Mrs. Elliott-Lynn, the flying ace, came to lunch one day, and it occurred to me that she might teach me. I went to her, and she explained the rudiments of flight. And then I determined to take it up seriously.

"Flying is the most exhilarating thing in the world!" she went on with growing emphasis, "and the fascination of it continually increases.

"All the same, altho I have never had a crash, I have had to make forced landings. Usually it has been my own fault. Once, for example, I let myself run short of petrol. I realized that I must come down, and I looked round for a nice spot. I saw the ideal ground, and of course I made for it.

"When I landed I found that the place was a lunatic asylum. It is the only incident in my flying career that has ever drawn anything other than a frown from my husband."

Mrs. Elliott-Lynn is described as the woman "ace," to whom all European women owe their right to fly commercially. She is quoted as relating:

"When I first flew, I took my pilot's license, and only afterward did I discover that I had no right to a commercial one. I needed money very badly, and I had staked my last dollar on flying. I simply haunted the various ministries, until they felt at last that if I insisted upon flying and being killed, perhaps it would be a happy release all round! But in the end, because the men saw that it was unjust and were sympathetic, I gained my point, and it was agreed between countries that women should fly freely to make a living!"

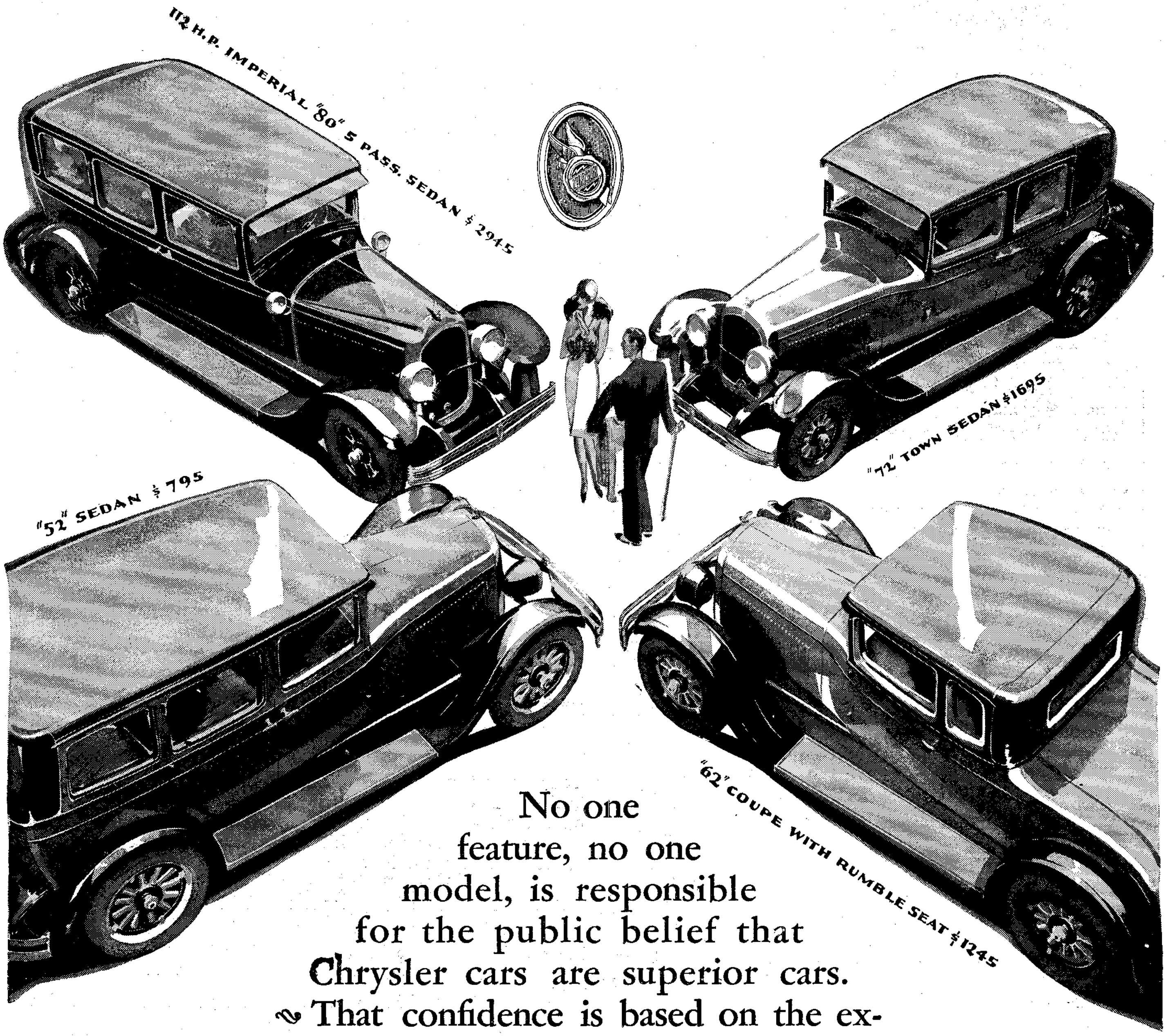
Mrs. Elliott-Lynn, we learn, was recently married to Sir James Heath, wealthy iron manufacturer and coal operator. For professional purposes, however, she still uses her earlier married name. Of her altitude achievements, we are told:

Just a week before her marriage she created a new record for light planes when she ascended to 19,000 feet, carrying a passenger."

A BIRD-WOMAN AND HER FLEDGLING BROOD

"From the 'littles' up, they all want to fly," says Lady Bailey, famous aviatrice, who is here seen in a more domestic rôle.

CHRYSLER OFFERS A PRICE AND TYPE FOR EVERY NEED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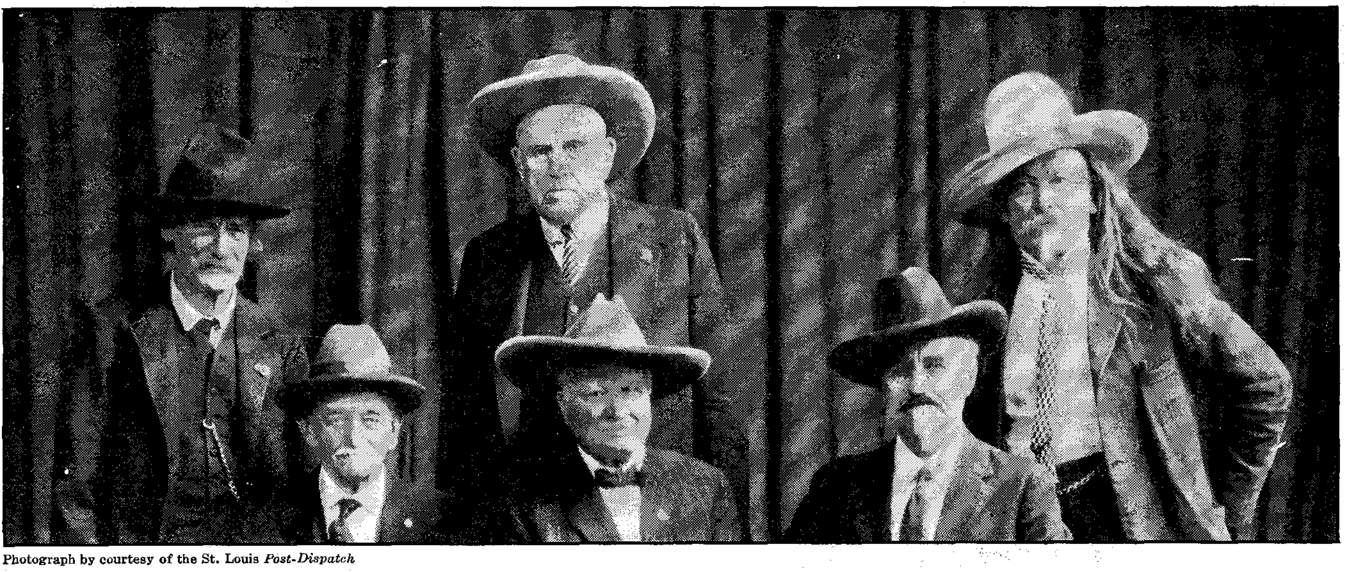
No one feature, no one model, is responsible for the public belief that Chrysler cars are superior cars. ~ That confidence is based on the excellence found in every Chrysler—whether New "52," Great New "62," Illustrious New "72" or New 112 h.p. Imperial "80"—and the knowledge that in performance, quality and value, each Chrysler is leader in its class. ~ Chrysler alone is able to hold this position because Chrysler alone builds products in four price classes on the basis of Standardized Quality — the expression of Chrysler determination to build for value first and always.

All Chrysler models will be exhibited at the National Automobile Shows; and at special displays in the Commodore Hotel during the New York Show, Jan. 7th to 14th, and in the Balloon Room and entire lobby space of the Congress Hotel during the Chicago Show, Jan. 28th to Feb. 4th.

CHRYSLER "52"-62-72 *Imperial* 80"

PRICED FROM $725 TO $6795 F.O.B. DETROIT



Photograph by courtesy of the St. Louis *Post-Dispatch*

IN THIS MEMORABLE GROUP OF OLD PLAINSMEN, DR. CARVER LOOMS COMMANDINGLY AT THE REAR-CENTER

The veterans, pictured at a recent reunion in Norfolk, Nebraska, are, from left to right: (top) Deadwood Dick, Dr. Carver, Idaho Bill; (bottom) Captain Lute North, Pawnee Bill, Diamond Dick.

THE MAN WHO KILLED THIRTY THOUSAND BUFFALOES

EVIL SPIRIT OF THE PLAINS, we are told, is the name the Indians gave to Dr. W. F. Carver in the early days, because his bullets nearly always meant death, and because he was destroying the wild herds that meant life to them. Indian-fighter, buffalo-hunter, champion rifle shot of the world, "Doc" Carver was one of the most picturesque and famous characters of the frontier West. Gigantic of size, in strength still a "youngster" at sixty, as one of his admirers recalls, he was active, robust, alert, until heart-disease suddenly took him, a few weeks ago, at the age of eighty-seven. Scorning to retire when failing eyesight ended his career as rifle champion twenty years ago, he stayed on in the show business with one attraction or another, exhibiting in recent years a remarkable diving horse, which he had trained. He was on the road fulfilling a contract with the California State Fair, the newspapers tell us, when the end came in Sacramento. With him were his two daughters, Honora and Lenora.

Carver was Buffalo Bill's first partner in the Wild West Show business, the New York *Herald Tribune* reminds us, and later went out with a show of his own. During those years he amazed two continents with his incredible feats in shattering glass balls in the air with a rifle. Using single bullets, mark you, he performed in 1885 the unprecedented endurance feat of shattering 10,000 glass balls a day for six successive days. Later, as the records show, he did the same in New Haven and Minneapolis. In the latter city he averaged 99 hits out of every hundred chances. At the peak of his career, we are told, Dr. Carver shattered 5,500 glass balls in New York in 500 minutes, shooting from the ground, from horseback, standing, running, and from every conceivable position.

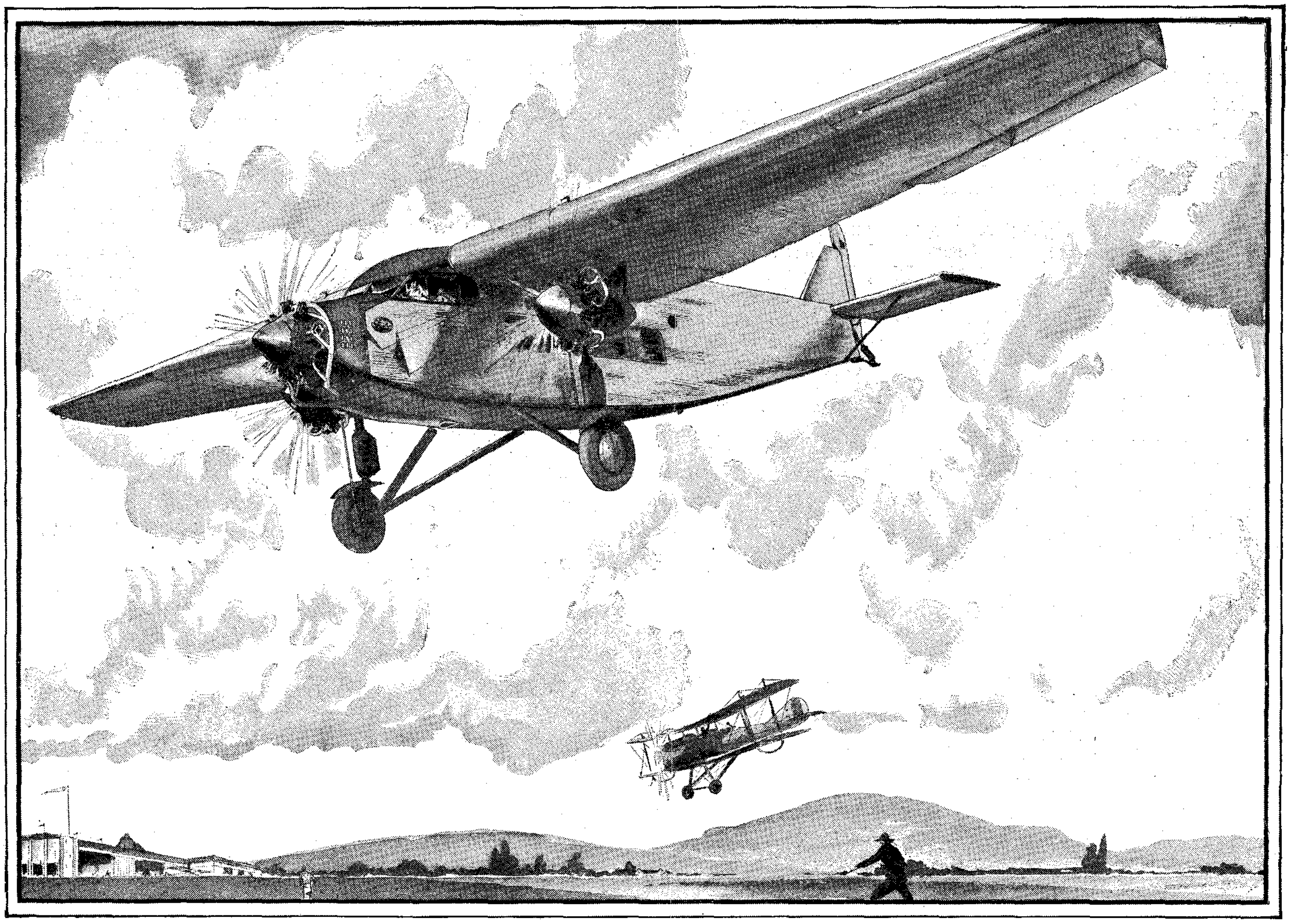
This old plainsman was the only man who ever beat Buffalo Bill at killing buffaloes—also the only one who could beat Diamond Dick Tanner at fancy shooting—according to an article by Guy Forshey in the St. Louis *Post-Dispatch*. Mr. Forshey, who knew him personally, says:

> At buffalo-hunting Carver had no rival, altho Cody is popularly credited with supremacy in that picturesque activity. His lifetime buffalo score, Doc Carver told me a short time ago, was more than 30,000—several thousand ahead of Cody's mark. In one winter on the Republican River in southern Nebraska, Carver killed 5,700 of the animals, and accounted for as many as 160 in a single day.
>
> This wholesale destruction, deplored in later years, had its purpose then, and a very definite one. The procuring of meat and hides was in many cases incidental. The main purpose was to clear the plains of game so the troublesome Sioux could be driven to the reservations and kept there. That couldn't be done so long as the mammoth herds roamed the prairie to lure them away.
>
> Carver was one of the few old plainsmen able to adjust himself to the demands of a changing civilization. Where others of his hardy breed found themselves stranded after the passing of the frontier, he made the transformation and prospered in the new age as he had in the old. When the buffalo and Indian trails became dim, and his hunting ground became a land of agriculture, he, like Buffalo Bill, made it the background for a new calling, transferring his shooting virtuosity to the circus arena. He first appeared in public with rifle and pistol as one of Colonel Cody's partners in the Wild West Show venture. Then, after business disputes had broken a long-standing friendship which hunting rivalry had left unmarred, he left Colonel Cody's show and continued with one of his own, amazing the world with his incredible marksmanship.

Frank Carver, as his parents called him, started life in the little Illinois town of Winslow, and it is there that he is now buried. He was born in 1840, when Northwestern Illinois was scarcely out of the wilderness stage, and when wolves, as Mr. Forshey relates, still howled at night along the Pecatonica. He continues:

> In childhood he was distinguished among his playfellows for three things, things which later were important factors in shaping his career. He was the ugliest youngster in the region; he wouldn't go to school because of the conspicuousness of his red hair and freckles, and he was the best shot on the Pecatonica.
>
> He virtually grew up from infancy with a rifle in his hands, and about his only early contact with books was that achieved by shooting holes through them when his schoolmates threw them in the air for him. He described those escapades when I saw him last June and told also of another exploit of marksmanship which led him to run away from home.
>
> "I was about fourteen and getting to be quite a big boy," he related, "when one day my father said to me: 'Young man, you are getting too big to wear moccasins; come down-town and I will buy you a pair of new boots.' I went with him and he bought me a pair of coarse horsehide boots and told me if I didn't wear them he'd lick the life out of me.
>
> "They were stiff, and tortured me. I wanted to wear moccasins, so the next day I had a boy throwing the boots in the air for me, and I was shooting them full of holes, when my father caught me in the act. He gave me such a terrible thrashing that I made up my mind to leave home forever. So when he got up the next day he found his ugly son, his best horse, his best rifle and what money he had in his pockets were gone. He didn't hear of me again for twenty-five years."

With his head full of stories about the Indians and wild life of Minnesota, young Carver chanced to make his way into the



JENNY PASSES

ONLY yesterday—it seems!—JN4, training ship of a generation of fighters, spread her strong young wings in the sunlight of Kelly-Field, and climbed.

In September, 1927—now ages-old, for she had lived through a crowded epoch!—"Jenny" glided back to earth for the last time, pronounced by the U. S. Government *obsolete in the interest of safety!*

Only ten years ago!

The full power and intelligence of civilization straining together in a supreme effort. . . . Never again will the world see such mad recklessness in flying. Squadrons tearing each other wing from wing almost beyond sight of earth. . . . Names we will never forget—Spads, Nieuports, Fokkers, Farmans, Avros, Bristol Fighters, Sopwith Camels, Pups and Snipes, D.H.'s, Caudrons and R.E.'s, Taubes, Albatrosses, Rumplers. . . . Young pilots, flung into the air with less than forty hours' training, hearts between their teeth, riding their planes as cavalrymen ride their horses, almost forgetting the creatures under them in the frenzy of action. . . . Barrel roll . . . vertical turn . . . and falling leaf . . . Immelman turn . . . rocking spiral . . . and nose dives at blinding speed. . . .

As "Jenny" fluttered down from her last flight she passed through the shadow of a giant mail carrier, droning westward. The military age had passed!

A new epoch of civil aviation is already well on its tremendous course. An epoch with new standards based upon principles diametrically opposite those of wartime's need—*standards of stability, safety, comfort, endurance of engines and structural material, economy of operation, serviceability in the interests of commerce and industry.*

Who can foresee the effect upon the world of a new means of transportation that teaches men to look up and outward, measuring the possibilities of life in a new dimension?

What will business do with this vehicle that is swifter than any wind that blows, more powerful than any creature that ever lived, more independent in flight than the eagle, and as safe as a Pullman car?

Already the U. S. Department of Commerce has established an Airway Division—and beacon lights mark trunk lines across the continent, east and west, north and south. Already the U. S. Mail goes winging from Coast to Coast in 30 hours, carrying bank exchanges and vital business correspondence of every description. Already the rules of interstate commerce are applied to navigation in the air—*and all dependable pilots and their planes are examined and licensed by the Government.*

The immensity of this country prevents us from measuring with our own experience the tremendous expansion that is occurring in commercial aviation. . . . More than one hundred factories are producing dependable machines in large quantities. A thousand airports are in operation. *Ford all-metal planes alone have flown in industrial and commercial service close to a million miles, at a proved advantage to the owners.*

Fortified by an extraordinary knowledge of transportation trends, the Ford Motor Company is laying a foundation for great developments in airplane manufacture, maintenance and service.

We hail "Jenny" in passing—as this swift world sweeps on!

FORD MOTOR COMPANY

very country where his ancestor, John Carver, once received a grant of land from the Indians, extending "three days' walk in every direction from St. Anthony's Falls." As John Carver's heir, the young man later contended that if he had his rights he would own Minneapolis, St. Paul, and hundreds of thousands of the most beautiful acres in the world. But land was not what he was seeking, for he goes on to say:

> "I spent seven or eight years trapping and hunting in Minnesota, and, in 1862, when Little Crow's Indians went on a rampage and massacred 700 settlers at New Ulm, I was employed as a scout and guide under General Sibley. I guided the punitive expedition that went against them in 1863 and drove them out of the State. We captured a large number and hanged thirty-eight at Mankato that year."

Of this period of Carver's life, Mr. Forshey writes:

> Carter saw some service in the Civil War after the Indian uprising and later, in 1866, went to Nebraska. With Bill Porter, an old Minnesota trapper, he formed a partnership and camped on the Little Medicine, a tributary of the Republican River. There, in the heart of the Ogallala and Brulé Sioux hunting-grounds, they trapt and hunted, trading with the Indians when the Indians were friendly, and fighting their way when they were on the war-path. In that disputed land he became acquainted with Wild Bill Hickok and Texas Jack Omohundro. He hunted with Buffalo Bill and scouted for Terry, Crook, and Custer. He hobnobbed with all the well-knowns and many of the unknowns who helped make the West a habitable land.

Most of Dr. Carver's Indian fighting was done in Nebraska, and it was there that the Indians dubbed him "Evil Spirit of the Plains," a name in which he delighted. The New York *Herald Tribune* says:

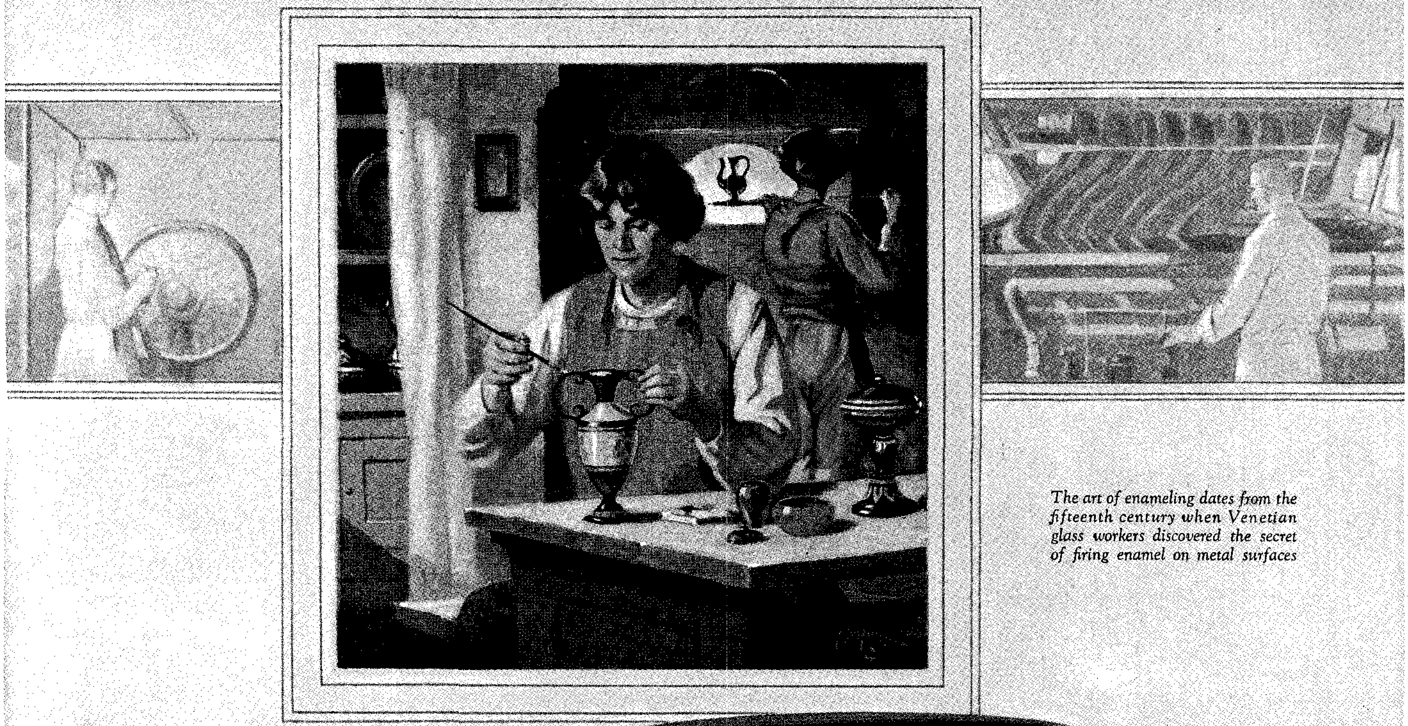
> He spent seven years hunting and trapping on the Republican and its branches, in the heart of the Indian country. For four years he was with John Nelson, a famous "squaw man." Other companions in his trapping and hunting adventures were Hank and Monty Clifford. Arthur Ruff, Little Buckshot, and the Whirlwind of the Prairie. With Wild Bill Hickok, Canada Bill, and Three-Fingered Jack he made numerous journeys into the Southwest, helping settlers drive out Indians and bad characters, and hunting buffaloes for their hides. On these trips there were numerous pistol matches in various communities, and Carver soon became a leader in this form of sport.
>
> Dr. Carver and his companions had many narrow escapes from Indians. One of Carver's closest calls was when the Sioux and Pawnees were at war. He was asleep on a ridge in the Stinking Water country, and was awakened by the nervous actions of his horse. Suspecting that something was amiss, he rode away, and soon after a war party of 500 Sioux swept over the divide where he had been sleeping. Next day the Sioux killed 150 Pawnees.

With all his killing of hostile Indians, he used to recall with gusto an Indian romance in his own life. The St. Louis *Post-Dispatch* writer gives it to us in Carver's own words:

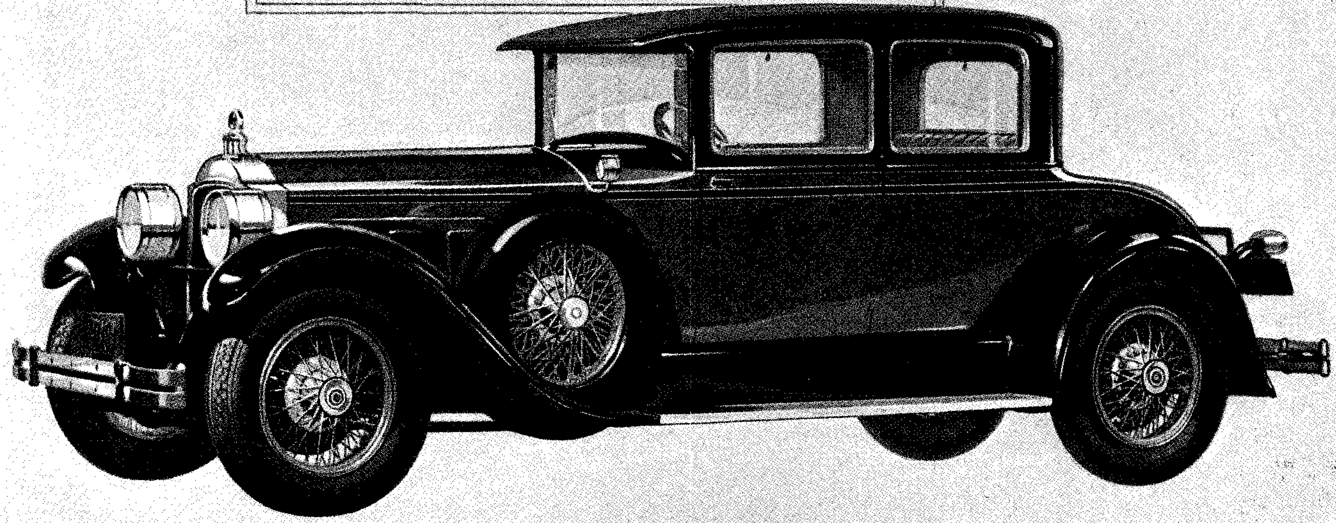
> "I never knew her name," he said, "but names didn't make any difference. I simply pointed her out to her father when I went to bargain for her one day. She was a beauty, and I was dead in love with her. In those days you could usually buy a squaw for a horse or two, and I asked the old brave how much he wanted for that girl. He looked at me a little while, and said: 'Shunka' (seven). Seven horses, and I had only five. I was determined to have the girl if I had to steal two more horses to get them, so I went to Fort McPherson and stampeded a cavalry herd, with the intention of chasing them out of camp so I could catch a couple. The plan didn't work, for before I could make a catch a troop of cavalry had come out from the fort and were making it much too hot for me. I'll bet they shot at me a thousand times, for the bullets fell all around me. I got away to the hills, but I didn't get the horses.
>
> "At first I felt lucky; then I got mad. I decided I would go back and kill the Indian and take the girl, anyway, but my heart failed me. I went back and offered five horses again, and instead of killing the brave, sat and watched him cross Box Creek and disappear over the hill with that pretty squaw. I took my horses and rode back about ten miles to a buffalo wallow, killed a buffalo and ate the meat raw. I could have eaten that Indian the same way.
>
> "But I got over it in time. The funny part of it came about ten years later, when I went up on the reservation and met Barry Gernant. He was going out in the country, and asked if I didn't know an Indian with a pretty girl. I said I did. She was a regular dream of a girl, weighing about 110 pounds, and had beautiful eyes. I almost fell in love again thinking about her as we drove out to her cabin, ten miles away. We finally got to the house, and I never saw so many kids in my life, and all practically naked. Barry yelled something in the Indian language, and my old girl came out. She was so broad she had to come through the door sideways. She was sloppy and dirty. And I had almost given seven perfectly good ponies for that girl! I felt lucky again, but after I got to thinking about it I figured it wouldn't have been such a bad bargain, for if I had got her I would have had all those kids, and every one good for 160 acres of land. Barry asked her if she remembered me, and she went back into the house sideways.
>
> "I never fell in love with any more squaws after that," he went on, "but at heart I am an Indian and always will be. The Sioux were a great people, and were great fighters. The whites have never whipt them. The Sioux have never been whipt. General Crook was a great soldier, and the best friend I ever had, but I've got to admit the Sioux whipt him to a frazzle. He came out here with a cavalry outfit, and was going to run the Sioux back on the reservation. He was simply going to eat them alive. Before he could light a pipe, they had cut off his supply trains and had him licked right. He hung around like a whipt pup, and finally got back to Deadwood with his men, ragged, dirty, and hungry. All they had to eat was the horses they killed. After Crook they whipt Custer. And dear old Reno—it took them just three minutes to give him the worst trimming a man ever had. Under such a war chief as Crazy Horse the Sioux could thrash any cavalry outfit this country ever had."

Along with Wild Bill Hickok, Dr. Carver hunted buffalo from 1868 until about 1875. It was toward the end of this period, we are told, that he killed 5,700 buffalo, single-handed, in one year. Among these were 300 bulls, whose heads he sent East for mounting, as those were the days when every station on the Union Pacific had its mounted buffalo head, and Carver is said to have furnished most of these trophies. In a match with Jack McCall, he killed 160 buffalo in one run. McCall afterward gained notoriety, we are reminded, as the slayer of Wild Bill Hickok in Deadwood. Here let Guy Forshey take up the tale again:

> It was in the late 'seventies that Doc Carver, finding no more buffaloes to hunt and no more Indian trails to follow, cast his lot with Buffalo Bill in the show arena. He followed that calling for more than twenty years. Records of marksmanship which he hung up in those days have been seldom, if ever, equaled. One of his favorite exhibition morsels was to throw a brick into the air, shatter it into four or five pieces with a revolver bullet, and then shatter each piece before it hit the ground. Another was to throw up a glass ball about the size of a tennis-ball, miss it intentionally with the first four shots and break it with the fifth. He used a .44-caliber '73 model Winchester rifle and a .38-caliber special Colt's revolver with about equal dexterity.
>
> His shooting fame took him frequently to foreign lands. Several times, by special invitation, he shot before the royalty of England and Germany. Once, he told me, when giving an exhibition before the Prince of Wales (later King Edward VII) at Sandringham, England, he picked up the present King George and his brother Albert, then small boys, and lifted them into his big saddle. That saddle has remained in his possession. It and the great buffalo coat, made from skins he procured himself on the plains sixty years ago, were his most treasured relics.
>
> While in England, he also shot for the Duchess of Teck and her daughter, Princess Mary, now Queen Mary, at the Raneleigh Club. He gave exhibitions before the English Army at Aldershot, and on the Continent gave exhibitions before Franz Joseph, Emperor of Austria; Crown Prince Rudolph and Grand Duke Albert, brother of Maximilian. Later he shot before Emperor Frederick II of Germany, the Russian Cossacks at Warsaw, and the Russian Army at Moscow.
>
> The first Wild West show was organized by Buffalo Bill and Dr. Carver at New Haven, Connecticut, in 1883. It opened in Omaha, May 19, of that year. The first posters described it as "The Novelty of the Century. The Wild West. Cody and Carver's Rocky Mountain and Prairie Exhibition, with the famous scout and Indian fighter, Buffalo Bill (W. F. Cody) and Dr. W. F. Carver, king of riflemen and champion marksman of the world." Dr. Carver's shooting was one of the big features of the show.
>
> Later the partners decided to go separate ways. Buffalo Bill's rise to fame and fortune was the more spectacular. "Doc" Carver's show, like that of Pawnee Bill, prospered for years.
>
> In "Doc" Carver's opinion, Wild Bill Hickok was the greatest of all the gun-fighters whose speciality was killing "bad men." Tho Wild Bill was without a peer in personal encounters, he yielded the palm in trick shooting to his friend Carver, and never would enter a match in which "Doc" participated.



The art of enameling dates from the fifteenth century when Venetian glass workers discovered the secret of firing enamel on metal surfaces



IN EXTERIOR finish as in a hundred other important details of design and craftsmanship the Packard is a modern expression of the painstaking care which artists of the past have lavished on their far less exacting work.

Packard's new enameling equipment, costing many hundreds of thousands of dollars, mechanically eliminates even the possibility of defective work. And it is but one item in the millions of dollars worth of improved facilities which spell perfection at every stage of Packard production and finish.

The new series Packard cars are more beautiful and distinguished in appearance, more restful and luxurious in comfort and finer in precision of design and manufacture than any previous Packard ever was. Owners find them a perfect blending of artistic and mechanical achievement.

PACKARD

ASK THE MAN WHO OWNS ONE

SAY M

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SAY Merry Christmas with Flowers! Choose your gifts unhurriedly—either in your own home by telephone, or in the quiet of your favorite flower shop. And when you have brought your shopping to a close, enjoy the comforting assurance that your gifts of flowers will convey a sincere wish for Christmas joy. For flowers are treasured alike by those hard-to-please and by those to whom the simplest gift is a precious thing. Flowers are unchanged by Fashion's whims . . . . and they reflect the true spirit of the season. Say "Merry Christmas" with Flowers!

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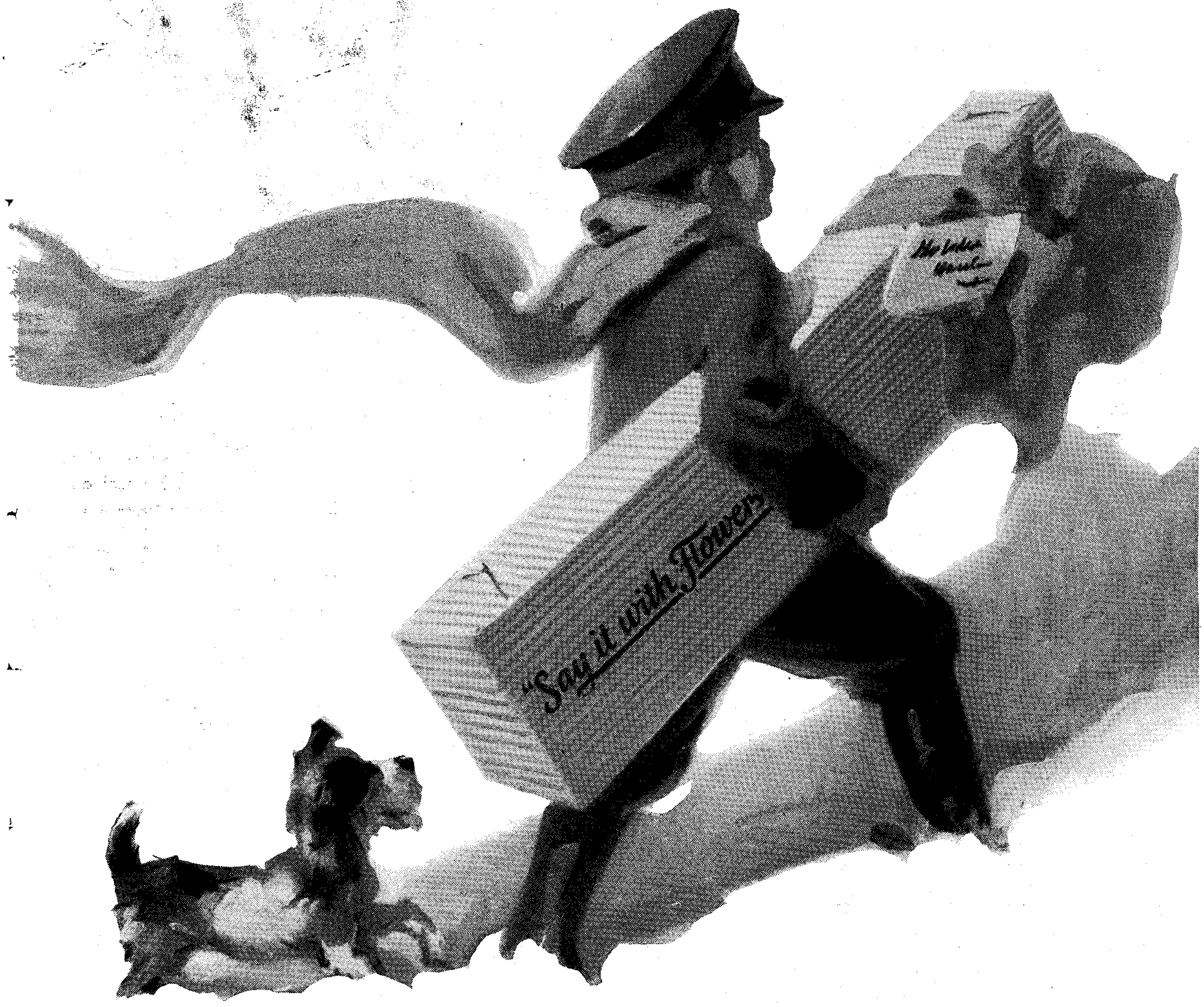
Society of American Florists

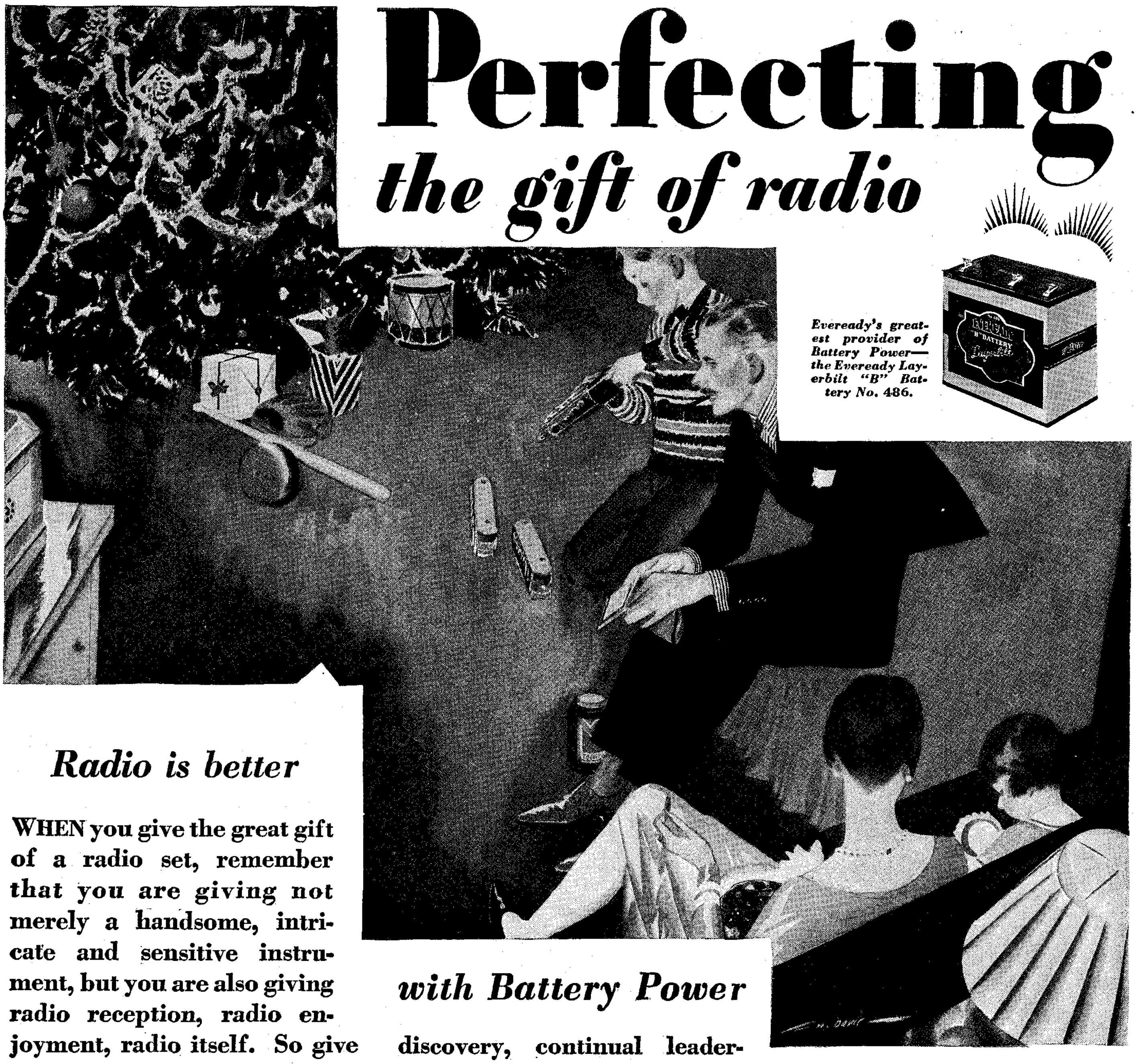
The Sign of a Good Florist

RRY CHRISTMAS

Flowers


"Say it with Flowers"

Perfecting
the gift of radio



Eveready's greatest provider of Battery Power—the Eveready Layerbilt "B" Battery No. 486.

Radio is better with Battery Power

WHEN you give the great gift of a radio set, remember that you are giving not merely a handsome, intricate and sensitive instrument, but you are also giving radio reception, radio enjoyment, radio itself. So give a receiver that can use the best source of radio power—batteries, for batteries perfect the performance of a radio receiver. The power they provide is pure D. C., Direct Current, which is entirely silent. Battery Power will insure the enjoyment of the listener, for battery-run sets produce exactly the tone their designers built into them.

All Eveready "B" Batteries will give you the vital qualities of Battery Power. Behind Eveready Radio Batteries are 33 years of dry battery making, of pioneering, invention, discovery, continual leadership. Buy Eveready Radio Batteries and ahead of you are hours, days, weeks and months of use, of solid enjoyment of radio at its best.

For modern receivers, choose the Eveready Layerbilt "B" Battery No. 486, built according to a radically new design that gives it ample and even excess capacity to meet the demands of powerful sets. This battery is the longest lasting of all Evereadys. Its unique, patented construction packs the maximum possible quantity of active materials within a given space, and also makes those materials more efficient producers of current.

The air is full of things you shouldn't miss

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New York UCC San Francisco
Unit of Union Carbide and Carbon Corporation

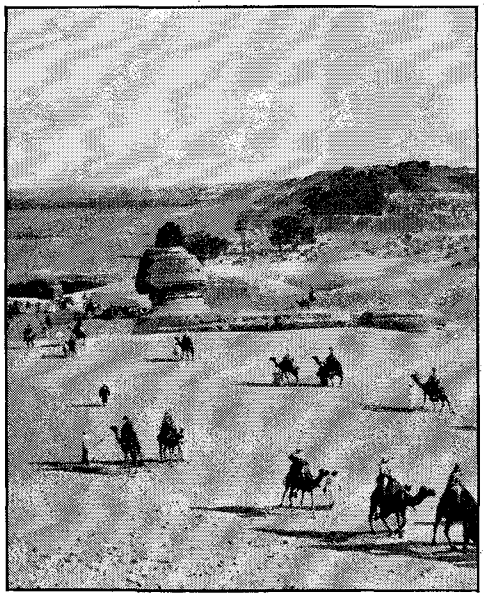
Tuesday night is Eveready Hour Night—
9 P. M., Eastern Standard Time

WEAF–*New York*
WJAR–*Providence*
WEEI–*Boston*
WFI–*Philadelphia*
WGR–*Buffalo*
WCAE–*Pittsburgh*
WSAI–*Cincinnati*
WTAM–*Cleveland*
WWJ–*Detroit*
WGN–*Chicago*
WOC–*Davenport*
WCCO {*Minneapolis* / *St. Paul*}
WDAF–*Kansas City*
KSD–*St. Louis*
WRC–*Washington*
WGY–*Schenectady*
WHAS–*Louisville*
WSB–*Atlanta*
WSM–*Nashville*
WMC–*Memphis*

Pacific Coast Stations—
9 P. M., Pacific Standard Time

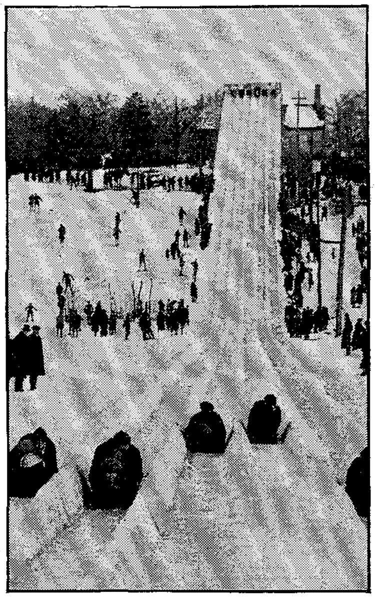
KPO–KGO–*San Francisco*
KFOA–KOMO–*Seattle*
KFI–*Los Angeles*
KGW–*Portland*

EVEREADY
Radio Batteries
—they last longer



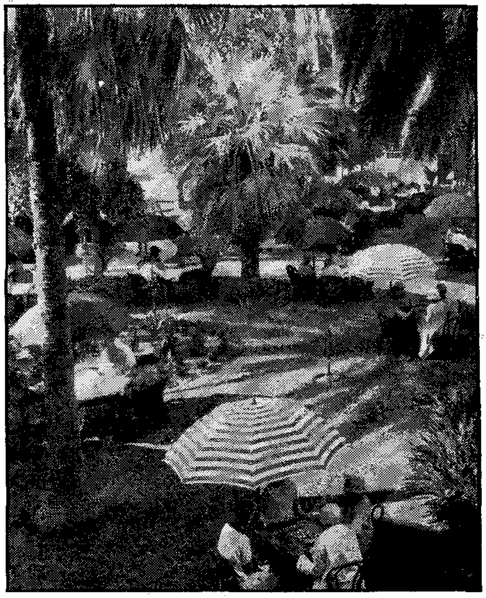
De Cou photograph from Ewing Galloway

EGYPT DISCLOSES HER MYSTERIES TO AMERICAN WINTER TOURISTS



Courtesy of Mount Royal Hotel

MONTREAL WELCOMES WINTER SPORTS DEVOTEES TO A MILE-A-MINUTE SLIDE



Courtesy of San Diego-California Club

CALIFORNIA ENTERTAINS IN MID-JANUARY UNDER CORONADO PALMS

WINTER PLAYGROUNDS THE WORLD OVER

Under Sunny Skies in Dixie Land
In the Footsteps of Ponce de Leon
Some Tropical Sea Enchantments
Around South America Tour
Transcontinental Routes Outlined
Wonders of the Southwest
California for the Winter Tourist
Uncle Sam's Paradise in the Pacific
Romantic Isles of The South Seas
New Zealand, Land of Scenic Beauty
Australia's Tourist Attractions
The Digest's Travel Map of Europe
Winter Travel in Foreign Lands
Directory of Winter Cruises
The Realm of Northern Winter Sports

YEAR AFTER YEAR the system of winter travel and holiday-spending becomes more smoothly and more widely organized, so that now those who yearn for a change of clime have only to look at a map of their own country or of other countries of the world to find a haven of new and tonic surroundings. On land the main traveled roads and the hidden by-ways are marked out before their eyes, while on all seven seas the charted routes leading to worlds strange and unknown are as plainly to be seen. These multitudinous lines, enticing the modern playboy explorer—that traveler of all ease and comfort—bewilder one at first glance. With anywhere in the world to go to as a winter playground, the very embarrassment of opportunities might incline one to regret any choice of locality made, once arrived there. That is why there is offered in these columns a comprehensive and detailed account of winter playgrounds the world over, with the object of enabling everybody to meet the most exacting demands of individual likes and preferences.

UNDER SUNNY SKIES IN DIXIE LAND

Rambling along pathways to the Southland is a delightful winter experience. Snow may whiten the Capitol steps at Washington, but with each milestone southward the air becomes more and more genial until we have arrived in the warmth of summer. Few journeys, too, are more rich in interest. There pass before the traveler colonial shrines of our earliest colonies; manor houses with romantic pasts; battle scenes of two great wars; mountain, river, and coast scenery; cities in which old and new are commingled. And all along the way the journey is made happy by the hospitable, warm-hearted spirit of Dixie.

If the Northern route to the South is by land, Washington may well be selected as the gateway. A visit to this city is an education in American governmental institutions which can be so impressively obtained by no other means.

THE OLD DOMINION'S CALL

Crossing the Potomac at Washington, we enter Virginia, a land of historical associations, romance and beauty. Close at hand are Arlington, with its hallowed shrines; Alexandria, in whose ancient church George Washington worshiped; and Mount Vernon, his home, objective of countless pilgrims. Penetrating the Old Dominion further, Fredericksburg should be an objective for a tour of famous battle-fields, including first its own, then Chancellorsville, Spottsylvania Court House, and the Wilderness. Southeast from Fredericksburg one may motor to the peninsula between the Potomac and Rappahannock rivers, known since earliest times as "The Northern Neck." It was settled by the "distrest Cavaliers," adherents of Charles II, and is the birthplace of Washington, the Lees, Madison, and Monroe.

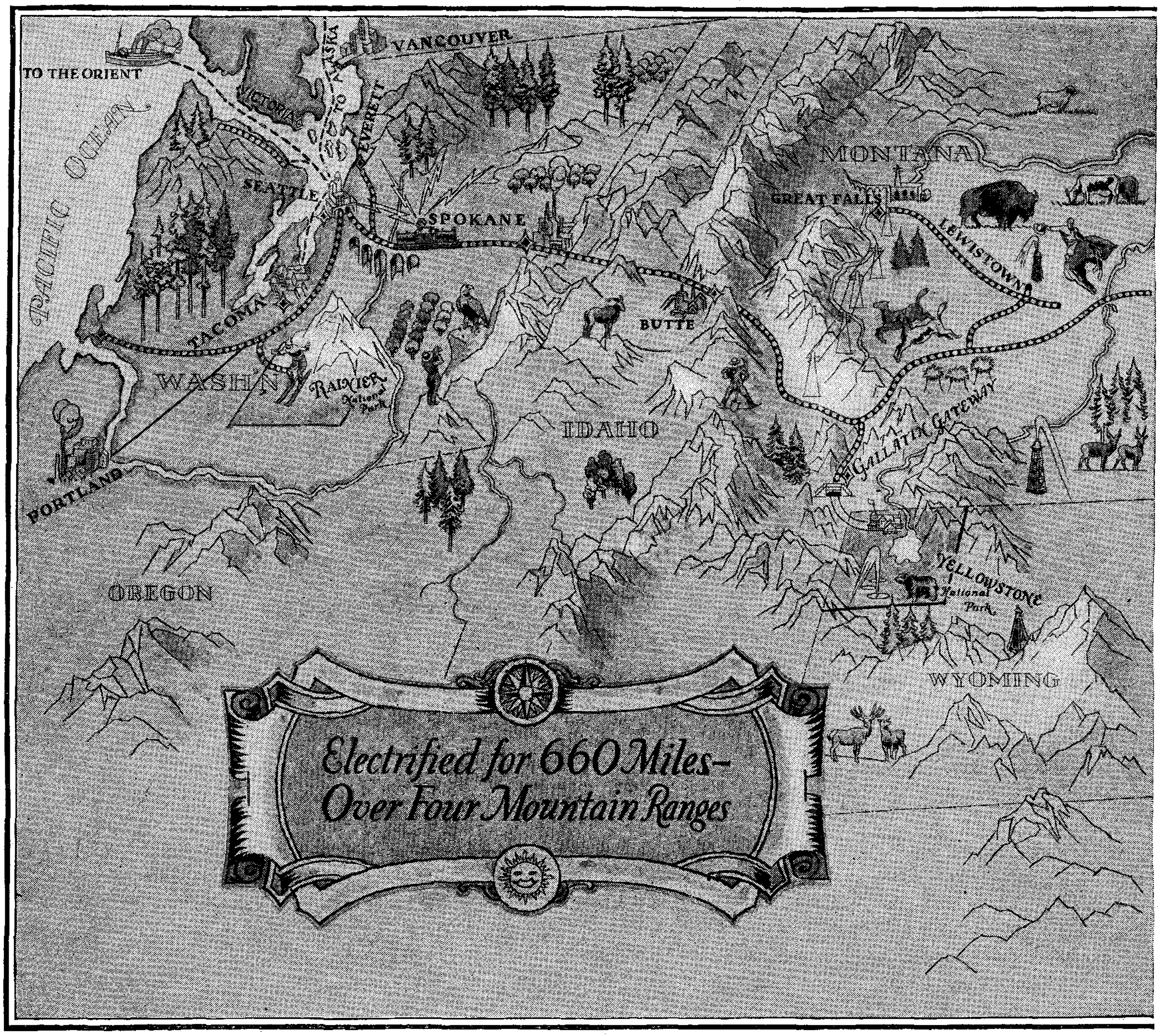
From Spottsylvania the way leads to Richmond, capital of the Confederacy, on the James River. Dramatic pages of two wars unfold here. Seven Presidents which Virginia gave the nation, besides many other illustrious men associated with her life, will be recalled here; you may still enter St. John's church and sit in the pew from which Patrick Henry delivered his impassioned appeal for liberty or for death. Few cities of the South have a larger list of interesting scenes. Near by are colonial Petersburg, Appomattox and Chancellorsville.

From Richmond, descending the historic waters of the James, past colonial manors, the Cradle of the Nation is reached, and we are in the region of Sir Walter Raleigh and Captain John Smith. Here are Jamestown's ruins; venerable Williamsburg, the colony's second capital; victorious Yorktown; old Point Comfort, with its Fortress Monroe frowning upon Hampton Roads; and here are busy Norfolk, Portsmouth, and Newport News close at hand.

THE GREAT VALLEY

Following the footsteps of the pioneers who pushed westward from the Tidewater, we reach The Great Valley, scenically charming, historically vital to the story of Virginia.

From Winchester it thrusts southwest for 200 miles between walls of the Blue Ridge and the Shenandoahs on one side, the North Mountains on the opposite, with the Massanuttens throwing their barrier midway across its length. Nature has


TO THE ORIENT
PACIFIC OCEAN
VICTORIA
TO ALASKA
VANCOUVER
EVERETT
SEATTLE
SPOKANE
TACOMA
WASH'N
RAINIER National Park
PORTLAND
OREGON
IDAHO
BUTTE
MONTANA
GREAT FALLS
LEWISTOWN
GALLATIN GATEWAY
YELLOWSTONE National Park
WYOMING
Electrified for 660 Miles—
Over Four Mountain Ranges

The

T*his vast system serves the* NORTHWEST

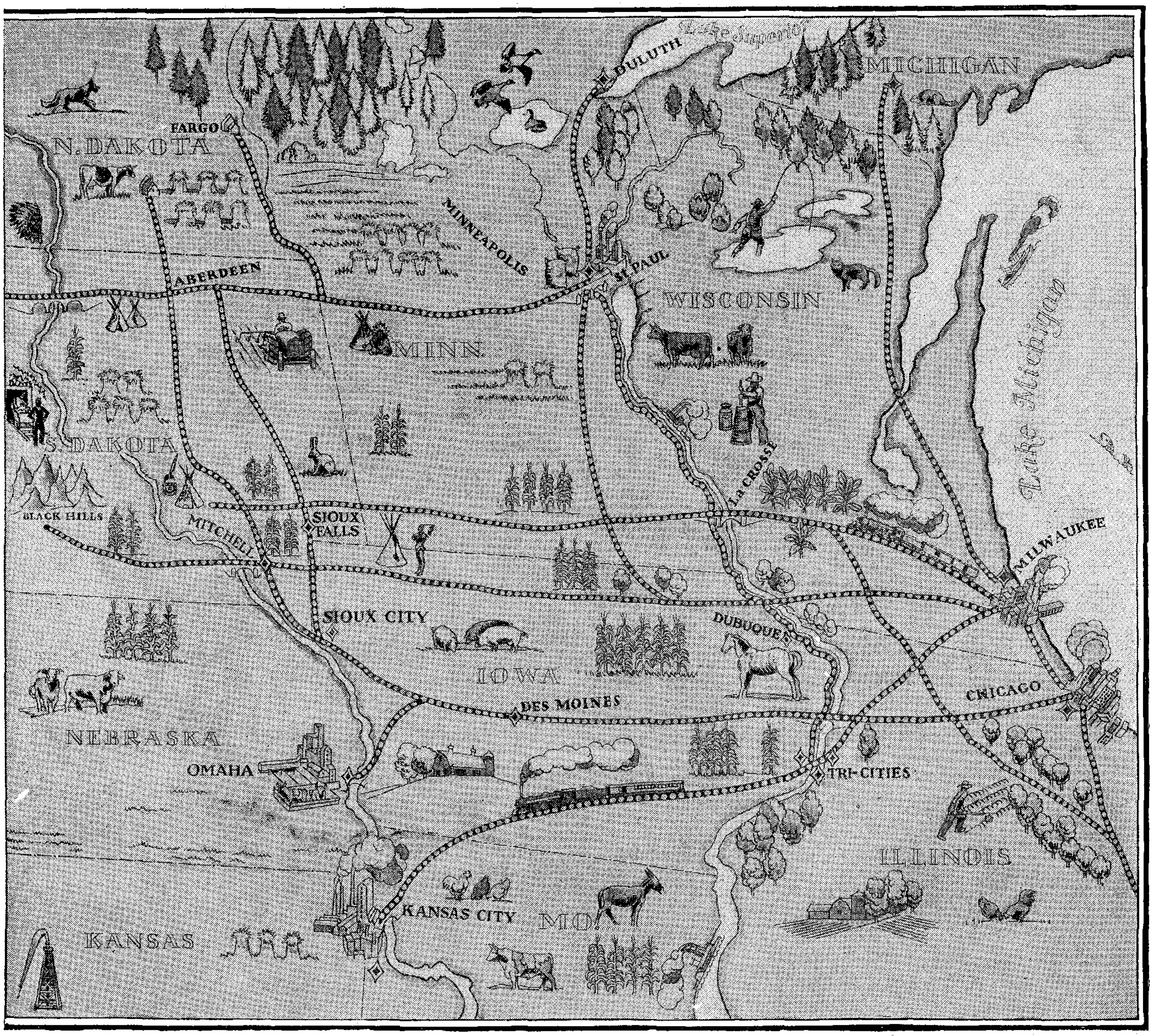
SHORTEST AND
MOST MODERN ROUTE
TO THE
PACIFIC AND THE ORIENT

IN THE Northwest, reaching from the Great Lakes to the warm slopes of the Pacific, we have today the startling spectacle of Twentieth Century industry and civilization suddenly crowding upon virgin country and pioneer settlement.

Deep ruts of wagon trains still mark the prairieland that is being plowed and harrowed by multi-unit mechanical monsters. Enormous rivers wind for hundreds of miles through open reaches, though huge power plants are already harnessing their colossal might. Humming giant electric locomotives have conquered the mountains. Broad shining cities send the pinnacles of their skyscrapers high against mountain backgrounds of primeval forest.

The Northwest—roughly one-fourth the area of the United States!—is the roof of the continent. It is the birthplace of rivers whose waters reach the Japan Current, the Gulf of St. Lawrence, Hudson's Bay and the Gulf of Mexico. The Mississippi rises here amid green lush hills. The mighty Missouri is born in a broad sweet valley rimmed with mountains of jade and frosted silver. The brawling Columbia roars down from glacier-crowned mountain peaks.

Corn, the golden gauge of civilization, is sweeping far out upon the plains. Wheat is flooding the open prairie and the fertile benchland. The mountains are gorged with an inestimable wealth of minerals. Washington alone has enough coal to supply the Nation for 126 years. From one pocket in the Rockies two billion dollars' worth of copper and allied minerals have been extracted. The Northwest is a region of bewildering diversity whose resources have only been lightly touched.


Lake Superior
DULUTH
MICHIGAN
FARGO
N. DAKOTA
MINNEAPOLIS
ST. PAUL
ABERDEEN
WISCONSIN
MINN.
S. DAKOTA
LA CROSSE
Lake Michigan
MILWAUKEE
BLACK HILLS
MITCHELL
SIOUX FALLS
SIOUX CITY
DUBUQUE
IOWA
DES MOINES
CHICAGO
NEBRASKA
OMAHA
TRI-CITIES
ILLINOIS
KANSAS CITY
MO.
KANSAS

MILWAUKEE ROAD

TO PUGET SOUND
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY
ELECTRIFIED

THE DEVELOPMENT OF THE NORTHWEST has depended almost entirely upon the railroads, over which a ceaseless torrent of people and raw materials and manufactured commodities pour. They are the highways of this region.

The picture map gives only a sketchy idea of the vast extent of the Chicago, Milwaukee & St. Paul Railway. The pioneer of the Northwest has a system today of over 11,000 miles, forming a network that spreads from Chicago to Kansas City, Omaha and Sioux City; to Milwaukee, Upper Michigan Peninsula, Minneapolis-St. Paul; and to Spokane, Seattle, Tacoma, and the Olympics.

For 660 miles across four great ranges—the Belt, the Rockies, the Bitter Root and the Cascades—*The Milwaukee Road is electrified with power drawn from swift rivers,* the most modern achievement in railroading.

Milwaukee passenger cars are now being equipped with *roller bearings*—a revolutionary improvement first adopted by this road.

In rolling equipment, too, The Milwaukee Road keeps the lead. Its great limited trains are internationally famous. Among the most notable are *The Olympian* and *The Columbian* running between Chicago and Seattle and Tacoma; *The Pioneer Limited,* between Chicago, Milwaukee and the Twin Cities; *The Arrow,* between Chicago, Omaha and Sioux City; *The Southwest Limited,* between Chicago, Milwaukee and Kansas City; *The Pacific Limited,* between Chicago and San Francisco. An army of 60,000 trained employees operates The Milwaukee Road.

Most diversified of routes

This is the logical route for your trip to the Pacific. Most varied. Most beautiful. And here you see the restless genius of the American people in the last tremendous surge across the continent to the nearest point of contact with the Orient.

Chicago, Milwaukee & St. Paul Railway
Room 884, Union Station, Chicago, Ill.

Make a check before the region that interests you. We have the closest co-operation with Chambers of Commerce and other business organizations who will supply you with detailed information.

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☐ Inland Empire
☐ Industrial Montana
☐ Kansas City
☐ Agricultural Montana
☐ Upper Missouri R. Valley
☐ Eastern Dakotas
☐ Omaha—The Western Gate
☐ Minneapolis-St. Paul
☐ Wisconsin
☐ Iowa

Name________________________

Street________________________

2-L

City________________________

WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

endowed the Valley's foothills with wondrous subterranean fairy-lands. Among the caves that should not be missed are the Luray, Endless, Shenandoah, Grottoes, Dixie and Grand Caverns. Then, too, at the Valley's southern end is the famous Natural Bridge, in the Natural Bridge National Forest, comprising 279,000 acres of forest reserve. Inviting towns are sprinkled over the Valley, including Winchester, New Market, Harrisburg, Staunton, Lexington, and others.

FAMOUS SOUTHERN SPAS

West of the Shenandoah rise the North and Alleghany Mountains in a region known as "The Switzerland of America," and here have been visited by generations of tourists and health-seekers the two celebrated spas, Virginia Hot Springs and White Sulphur Springs, the latter just across the border in West Virginia.

SOUTHWESTERN VIRGINIA

From Natural Bridge the southern pathway leads toward Southwestern Virginia, "The Mountain Empire." Among the Alleghanies lies the charming Roanoke Valley, where Roanoke itself holds within its limits a peak—reached by motor road—2,000 feet in elevation. Other highways extend to Craig Healing Springs and Virginia Healing Springs.

Among natural wonders of Southwestern Virginia is the Natural Tunnel under the mountains near Gate City. As with other parts of the State, inviting towns are encountered, including, beside Roanoke, Salem, Christiansburg, Marion, Pulaski, Glade Spring, Wytheville, Abingdon, and Bristol, where Virginia routes diverge, one to Cumberland Gap, the other to Asheville in western North Carolina.

Southeast of the Blue Ridge, in the southern Piedmont Country, are other charming regions reached from Lynchburg, Danville, and other points.

Virginia, noted for her good roads, has recently completed 500 miles of concrete highway from Washington through the Great Valley and on to Cumberland Gap, connecting with through motor-routes beyond her borders. What an enthralling State just these few glimpses suggest!

"LAND OF THE SKY"

Varied pathways, motor and rail, lead from Virginia into Western, Central and Seaboard North Carolina. As we have said, from Bristol one of these leads into that wondrous western region often designated "The Land of the Sky." No wilder country exists in the East, and it is believed that Congress will soon enact legislation forming a new National Park embracing the Great Smokies and associated ranges.

The queen city of western North Carolina's mountain wonderland is Asheville. It is the capital of a playground having a wealth of recreational attractions. Country club and municipal courses invite golfers. Saddle and foot trails extend over mountain and through valley. Trunk motor highways from all parts of the East and Middle West, winding through this rugged country, converge at Asheville, while mountain drives of variety radiate in all directions from the city itself. Lakes, streams, rapid rivers and towering forest-clad summits are characteristics of the Asheville region. North of Asheville rises skyward Mt. Mitchell, 6,711 feet above the sea, mountain monarch of the East. Among other pleasing towns of the Land of the Sky are Hendersonville, Tyron, Saluda, Black Mountain, and Breward.

CITIES OF HISTORY AND RECREATION

In central North Carolina the southern tourist encounters Raleigh, the capital, founded in 1792 and containing a historical museum with exhibits of every era of its civic existence.

Between Raleigh and the Blue Ridge, Winston-Salem, settled by Pennsylvania Moravians in 1752, is the metropolis of an attractive region.

South of Raleigh, in the invigorating climate of pine forests, is Pinehurst, the nation's winter golf capital, and its neighboring town, Southern Pines. While golf is king at the former, a variety of other pastimes are available, including racing, polo, tennis, trap-shooting, canoeing and motoring. Southern Pines also has an elaborate sports pastime and a large winter residential colony.

Close to the southern border we may enter Charlotte, which is notable as stronghold of the early Covenanters and one of the South's first communities to respond to the call for independence prior to the outbreak of the Revolution.

Seaward, on the banks of the Cape Fear River, twenty miles from its confluence with the sea, is the State's important shipping port, Wilmington, with a background rich in historical interest and with modern facilities for varied recreation.

As we cross the South Carolina line, the South unfolds many of its famous winter resorts. Camden is a notable resort city, with two country clubs, polo, fox hunts and other winter amusements.

Charleston may be termed the tourist capital. If the approach is from the sea, the visitor enters its busy harbor between two military landmarks, memorable in history. On one side, the guns of Fort Moultrie spoke to the British fleet in the Revolution; opposite, from Fort Sumter, rang the first shot of the Civil War. Old and new intermingle in modern Charleston, its parks, exquisite flower gardens and genial atmosphere forming a captivating ensemble.

Less than a hundred miles southward from Charleston harbor the coastwise cruise enters the Tybee Roads and continues up the winding Savannah River to Georgia's two-century-old port and resort city. Savannah provides recreation ranging from golf, fishing and hunting to bathing at its seashore resort, Tybee Island. Georgia's southernmost port is Brunswick, on a peninsula, gateway to the exclusive Jekyl Island Club.

Ascending the Savannah River, we finally come to Augusta and its near neighbor, Aiken, which have long ranked among the South's most select winter resorts, appealing especially to visitors of substance.

West of Augusta rise the chimneys and office buildings of Atlanta, dynamic city of the New South. While visitors are imprest by the energy, hum and modern atmosphere of this metropolis, they find also recreational facilities, including seven golf courses, charming country clubs, parks, and near by, Stone Mountain, with its gigantic monumental carving under way.

THE GULF-COAST RIVIERA

For some years past The Digest has predicted that the Gulf Coast from Pensacola and Mobile westward is destined to become one of America's most favored winter regions. Its present upbuilding, with new hotels, summer residences and increased travel facilities, is fulfilling this prophecy. The charm of its winter climate and surroundings has been known since the white man first came to America, but only now has the flood-tide of winter visitors set in.

A brief glimpse of Pensacola is given in our Florida section. Let us, then, following the old Spanish Trail, consider the Gulf Coast from the picturesque Bay of Mobile westward. The delightful winter climate and surroundings of this city have made it a favorite with tourists for many years. Recent completion of the great Cochrane Bridge across Mobile Bay has brought it directly in contact with points west. Among these may be mentioned Biloxi, which has developed to its present importance under four governments—Spanish, French, English, and American. Beyond Biloxi, Pass Christian is sometimes designated "the Newport of the Gulf Coast." Bay St. Louis follows, with a large residential colony. The waters of Lake Borgne, joining the Gulf, connect with Lake Pontchartrain, and crossing it we arrive at one of the country's most fascinating cities—New Orleans.

"Redolent with historic interest and rich in natural loveliness and the beauty made by man, New Orleans is fascinating," says one writer. "Her shops are as rich and fine as you will find anywhere. . . . The gaiety of the city, its hospitality, are yearly exemplified in that marvelous pageant of color and fun—the Mardi Gras.

"And it was the same pleasures of the table that you enjoy when you dine in the celebrated restaurants and cafés of New Orleans that moved Thackeray, the English novelist, to immortalize the Creole cuisine in one of his works.

"Peep into this courtyard in the old French Quarter, over which romance seems splashed like moonlight, and feel its charm. . . . Make a tour of the St. Charles Belt and see the lovely modern homes. And along the Esplanade Belt, the residential glories of the ancient aristocracy are preserved in the classical outlines of the antebellum mansions. . . . Also to be seen on this tour are the beautiful City Park and the ancient cemeteries (wherein sepulture was always above the ground).

"Jackson Square, with its splendid monument of the soldier seated firmly in the saddle while his spirited horse prances; St. Louis Cathedral, steeped in romance and legend; the historic Cabildo; the cobbled streets of the old French Quarter, and the French Markets; the narrow sidewalk and scarcely wider roadway of St. Louis Place, one of the oddest little streets in all America; the balconied dwellings with fluted doorposts; the children at play—Ah! New Orleans, you have your charms!"

Beyond the Mississippi Delta are many miles of Gulf Coast with playgrounds and cities of interest, including Galveston, "the Oleander City"; Houston, reached through its Ship Canal; Corpus Christi; Brownsville, etc.

Ascending the Mississippi Valley, we are in Acadian land, a counterpart of French Canada, now bravely struggling toward restoration from the great flood.

WEST OF THE BLUE RIDGE

We have followed some of the pathways of Dixie from Virginia southward. Westward from the Blue Ridge other routes may be followed to places of varied interest. From the Cumberland Gap the Dixie Highway opens the way to Lexington, capital of Kentucky's famous Blue Grass Country, where the horse is king. Thence the Midland Trail reaches out to Louisville, delightfully located on the Falls of the Ohio. South of Louisville, Lincoln pilgrims go to Hodgenville to visit the Lincoln Birthplace National Monument. In this region, too, is the great Mammoth Cave. The Jackson Highway extends to Nashville, near which is the Hermitage, home of Andrew Jackson. Close to Tennessee's southern border the Chattanooga and Chickamauga National Monuments are the objectives of many visitors. Chattanooga itself, with Missionary Ridge and Lookout Mountain near by, has diverse attractions. Westward on the Mississippi is busy Memphis, a gateway to Little Rock and Hot Springs National Park.

RAIL PATHWAYS TO THE SOUTH

Among the rail arteries of the South are the Atlantic Coast Line and Seaboard Air Line serving the Coast, Seaboard and Florida regions, and the Southern Railway extending through the heart of Dixie. Each of these systems receives through service from New York via the Pennsylvania System. From New York routes to the South are provided by the Baltimore and Ohio System. From seaboard points to the interior extend the Chesapeake and

THE APACHE TRAIL—ITS WONDERS AND THRILLS

"AMAZING tales had been related to us by friends who had taken the Sunset or Golden State Routes to the West," writes Gordon Hughes recently—"tales that taxed the credulity of those who were really eager to believe, but none touched our minds with the fire of imagination so surely as the descriptions of the unique attractions of the Apache Trail. It was, therefore, understood long before we began our pleasure tour to the Pacific Coast that we would include this magic wonderland in our itinerary.

"Traveling by through train from New York to New Orleans, tho it is also possible to use a Southern Pacific steamer between these two cities if desired, we enjoyed a day or two of leisurely sight-seeing in the historic 'Crescent City' and then boarded a Pullman of the Sunset Limited and rolled smoothly and swiftly over the Sunset Route of the Southern Pacific to Bowie, Arizona. There, our car was transferred to the Apache Trail branch line and after a short night journey we awoke at dawn at Globe, Arizona.

"Only a fleeting glance we had at this busy, typically Western town and the near-by smelters of Miami, for our twelve-passenger motor touring coaches were waiting. Our seats had been reserved and we found supreme comfort in deep upholstery, and quickly settled down for the surprises and amazing spectacles of that wonder-ride of 120 miles over the Apache Trail.

"It was with satisfaction that we observed the business-like manner in which our efficient chauffeur swung into the pace of the journey. We instinctively felt safe under his care.

"Our road began to climb immediately after our momentary glimpse of the town of Globe, and in a very little time we were at the top of Cemetery Hill. The little towns below looked like miniature houses, so high had we mounted.

"But soon all towns were forgotten. Our interest was absorbed by the strange formations of the many-colored rocks all about us. And then we took the final rise and were on the summit of the Divide, 4,000 feet above the sea. Gila Valley spread below us on one side, and Salt River Valley on the other.

"We passed close to the foot of cliffs so high we could not see over their tops, but far up we saw the Cliff Dwellings, homes of a vanished people.

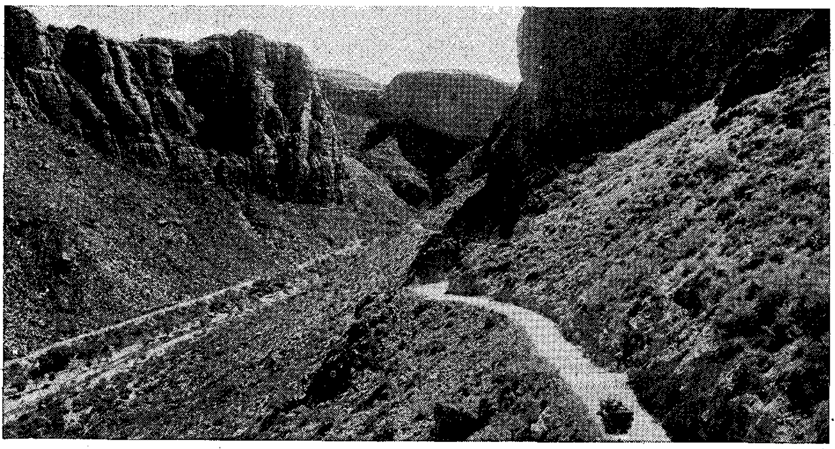
"We coasted down the 2,000-foot grade with many a winding turn to Roosevelt Lake and Dam where we could grasp at close hand the marvel of engineering that made this artificial lake possible, and that could reclaim nearly a quarter-million acres of fertile soil to agriculture by impounding the waters and releasing them where and when needed. Roosevelt Dam is a creation of masonry higher than Niagara. Its apron is 284 feet above the river bed, and 1,125 feet long. Its escaping waters create electricity for power and light, and are again impounded for irrigation in the lower valleys.

"We climbed from Roosevelt Lake to Fish Creek Canyon and passed between the impressive 'Walls of Bronze,' towering nearly a half-mile above the stream, forming one of the most stupendous sights in all the world. We paused at Fish Creek Inn for an ample and appetizing luncheon—made doubly enjoyable by the keen air of the mountains.

"Then we resumed our journey and saw Hell's Canyon. Tumbling waters far below us raced between imprisoning walls, but so far away that we could not hear their thunders. Diabolo Canyon was next, and then Niggerhead Mountain and Tortilla Rock, and the Little Alps—so many things of marvelous scenic worth thronging the mind with fantastic shapes! But we must tell you about Whirlpool Rock. Through some strange trick of nature, it seemed as tho a whirling torrent of racing water had instantly turned to stone, preserving every little wavelet and whirl. It was one of the most fascinating things imaginable.

"After a little while we took the last high grade, passed over the crest and coasted down the long, smooth slope round many a broad curve, and between the fertile fields that surround Phoenix.

"Soon we were back in a waiting Pullman ready to take us to Maricopa and the Main Line and then on without change via the Sunset Route to Los Angeles. The luxury of the Sunset Limited was most satisfying. Shower baths, the ministrations of the barber, the valet service and the luxury and comradeship found in the men's club car—and for the ladies their own lounge and bath with maid service, and the skilled services of hairdresser and manicure—all of these added to the interest and enjoyment of the passing hours."



Stupendous Fish Creek Canyon where, beyond Roosevelt Lake, rugged rock formations tower vertically for hundreds of feet and the road creeps doggedly up precipitous slopes.

If you are going to the West this season you should by all means arrange your itinerary to include the Apache Trail. Convenient Southern Pacific service to and from the Apache Trail via the Sunset or Golden State Routes is maintained throughout the year. From December to April, through Pullmans are operated between New Orleans and Globe on the East and between Los Angeles and Phoenix on the West, also to and from Chicago by way of the Golden State Route over the Rock Island-Southern Pacific Lines to El Paso, Texas, where the Sunset Route is joined. Through tickets in either direction are honored for the side trip over the Apache Trail for only $10.00 additional for each person.

Complete information regarding the Apache Trail Trip will be sent without cost, if you will write asking for the booklet, "The Apache Trail," addressing your nearest Southern Pacific Agent: 165 Broadway or 531 Fifth Avenue, New York: 33 West Jackson Boulevard, Chicago; the Pan-American Bank Building, New Orleans; the Southern Pacific Building, Houston, Texas; the Score Building, Tucson, Arizona; the Pacific Electric Building, Los Angeles, California; or the Southern Pacific Building, San Francisco, California. (Advertisement)

WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

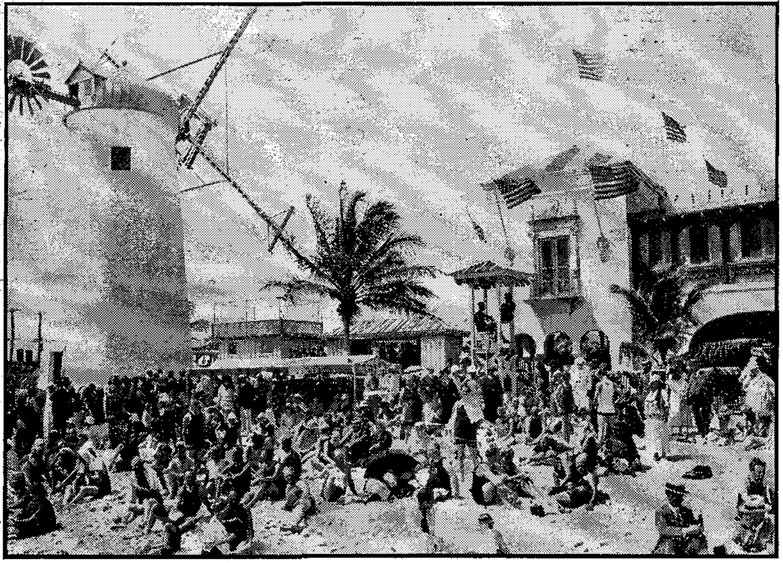
Ohio; Norfolk and Western; Virginian Systems. Approaches from the West are by the Louisville and Nashville route, and the Southern Railway System, and from the Chicago and Great Lakes region by the Chicago and Eastern Illinois; Illinois Central; Pennsylvania System; Big Four and connecting lines.

IN THE FOOTSTEPS OF PONCE DE LEON

Florida expects to entertain one million visitors this winter. The flow of Northern migrants through her rail, ocean and highway gateways is well under way. Miami has already opened the season with a palm fête. Countless other communities in all parts of the Peninsula State are welcoming the influx.

For the entertainment of these guests, Florida will provide the bounties which nature has bestowed upon her, with facilities for their enjoyment created by her enterprising citizens.

Among the components of Florida's winter playgrounds are twelve hundred miles of sandy coastline, with innumerable beaches; more than thirty thousand fresh-water lakes; two and a half thousand miles of river scenery; forests of oak, cypress, and pine; exotic beauty of palms, oleanders, the hibiscus, bougainvilleas and poinsettias; yachting and fishing waters; more than a hundred and twenty-five velvety golf fairways, connected by smooth motor roads—all capped with the warm sunshine and blue skies forming the inimitable Florida climate.



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BASKING IN FLORIDA SUNSHINE ON MIAMI'S SANDS

Florida, being able to satisfy a diversity of tastes and provide health, happiness and comforts for those possessing pocketbooks of all sizes, is a most democratic resort country. All classes seek her fountain of youth, whether by lowly "flivver" or glistening yacht.

This season will mark improved transportation to and from the State. Rail schedules have been reduced to the fastest yet achieved. Jacksonville for the first time has been brought within twenty-four hours by rail from New York. Miami has been linked by ocean route occupying only forty-eight hours. New services on land and sea have been inaugurated. Within the State new railways and vast improvements of established lines are ready to care for a huge volume of passenger traffic.

With these improved facilities, the questions arise, what to see, where to go, in Florida. The answers depend upon individual preference. Here all we can hope to accomplish is to give brief glimpses of typical communities and regions which may aid in the selection. Civic pride runs high in Florida's well-governed municipalities, and we shall doubtless be taken to task for omitting some of the most attractive cities and towns. It is obvious, however, that limitations of space make it impossible to view all.

EAST COAST ALLUREMENTS

For five hundred miles there pass in review along the Atlantic shores a bewildering diversity of waterside playgrounds.

They begin with Fernandina, facing a superb harbor. The city is the gateway to the picturesque Sea Islands, where once stood the home of Colonel Nathaniel Green, and where now rest the remains of "Light Horse Harry" Lee of Revolutionary fame.

The coast is again broken by the confluence of the St. Johns, Florida's largest river, a twenty-mile sail up its winding channel bringing the voyager to the main gateway and metropolis of Eastern Florida, Jacksonville.

Jacksonville has five eighteen-hole golf courses, one of which is municipally owned, all open the year round. The city is the shipping terminus of five navigable rivers, notably of the St. Johns, which extends 300 miles into the heart of Florida, connecting with hundreds of lakes and streams, all forming a veritable yachtman's paradise. Jacksonville has over five hundred acres of improved parks and a modern system of improved playgrounds, which includes scores of public tennis courts located at strategic points for the convenience of players. Ample accommodations are provided by capacious, modern hotels.

Eighteen miles from Jacksonville, reached over a concrete boulevard electrically lighted at night, is the longest driving beach in the world—over 600 feet wide at low tide. The driving facilities of this beach reach from Mayport, where the St. Johns empties into the Atlantic, to St. Augustine, more than forty miles away. The waters at Jacksonville abound in fish, and hunting of small and large game is afforded in the immediate surrounding territory.

Leaving this majestic city, modern and teeming with industry, we may dip into the old Florida at St. Augustine, founded in 1565. In wonder we may gaze upon its ancient Spanish Gates, Slave Market, Fort and Plaza, all adjacent to modern St. Augustine, with its select resort atmosphere.

Sandy shores stretching beyond tempt one on to the broadest of all Atlantic strands, bordering the shoreline of Pelican Island, world-famed Ormond and Daytona Beaches. Each is the ocean front-door of attractive landward towns of the same name bordering the Halifax River.

As we turn down the coast, the old and the modern are again revealed in New Smyrna, whose ancient ruins and twentieth-century town betoken its span of existence. Causeways lead to Coronado and New Smyrna Beaches.

Now begins the great lagoon-like waterway, the famous Indian River, with Titusville and Cocoa centers of citrus shipping; Rockledge and its famous coquina rock; Fort Pierce and Stuart in the pineapple region: Melbourne, "The Midway City"; Jupiter with its "blowing rocks"—each with a variety of recreational inducements.

The Indian River is left behind. Then begins Lake Worth, and we may enter the city of West Palm Beach, the progressive, growing land approach to world-renowned Palm Beach. And what a colorful picture is presented by this glittering, spectacular winter rendezvous of wealth and fashion! Here are sumptuous hotels and villas of Spanish and Italian architecture, casinos, smart shops and exclusive clubs, expensive yachts, a broad bathing beach, golf clubs, tennis courts, palm-shaded walks and boulevards, flower gardens of exotic beauty, and climate in keeping.

Leaving these resplendent scenes, the East Coast tourist encounters Fort Lauderdale on the deep waters of New River, eastern terminus of the Intercoastal Waterway, and offering the yachtsman a commodious anchorage basin. Hollywood, a southern neighbor, represents one of Florida's most youthful and well-planned communities, its great hotel directly facing a broad bathing beach.

Not many miles southward is that galaxy of resorts which, as if by Arabian Nights magic, have arisen overnight, as it were, to attract thousands of residents and visitors—Miami—Miami Beach, Coral Gables, and Cocoanut Grove. So closely associated they are that collectively they may be considered as one.

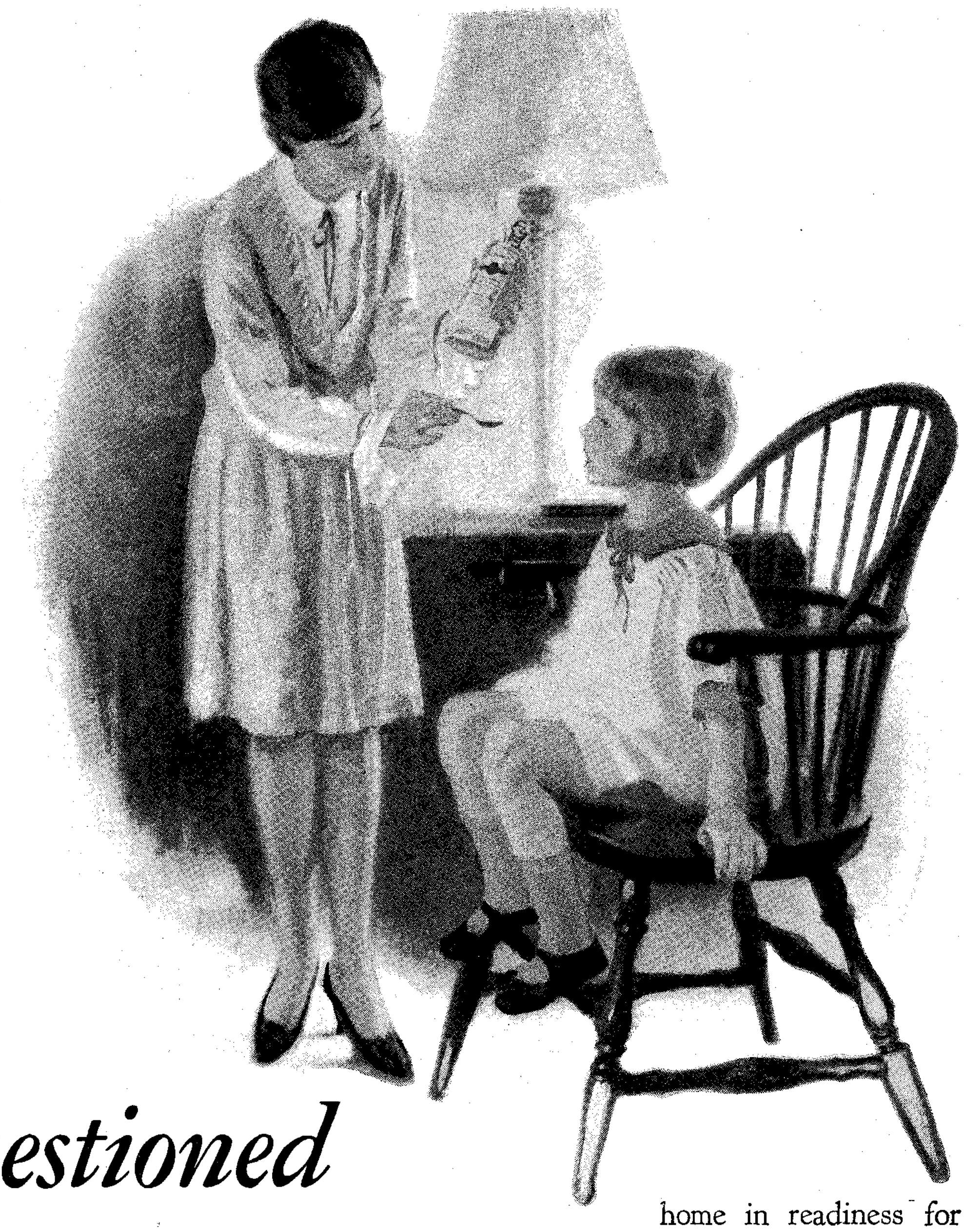
Miami is the commercial metropolis of South Florida and in addition one of America's foremost resort cities. Facing a capacious harbor and topped by the new twenty-seven-story Court House, its skyscrapers give an impressive evidence of Miami's business importance. Towering hotels and more than a thousand apartments are available for tourist entertainment. Miami's new Coliseum, seating 7,500, is now ready to accommodate a long list of conventions. The gamut of entertainment is here available. For devotees of golf there are the courses of the Miami Country Club and Hialeah, Coral Gables Country Club, Miami Biltmore Country Club, the Flamingo, the Miami Beach Country Club, and the Miami Beach Bayshore Golf Club. Pools and surf appeal to bathers, who will find this winter a new pool on Miami Beach and another at Palm Island. Yachtsmen and motorboatmen have long found Miami a fair haven. Fishing is popular. Lovers of the saddle may follow bridle paths, while horse-racing enthusiasts attend the Hialeah meet. Tennis and polo occupy the attention of others, while those of more sedentary tastes listen to public concerts or play games on park tables. Many good roads tempt the motorist. A notable new road is already partially completed southward through the pleasing Redlands region intersecting the Royal Palm State Park and beginning its way over the Florida Keys.

But Miami is not devoting her entire existence to business or entertainment. This winter she is building more than a score of new churches and parish houses representing various denominations.

WHERE GULF WATERS SPARKLE

One of the charms of Floridian scenery is absence of monotony. This diversity is noticeable not only in the interior, but also in Florida's two coasts. Each has its distinctive characteristics. Paralleling the East Coast are the long, sandy islands, minor waterways and many miles of unbroken shore. On the West Coast, beginning with landlocked Pensacola Bay, deep indentations are the rule almost all the way to Key West.

History recounts that in 1696 Don André



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THE WORLD
on the FRANCONIA Jan. 7

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THE MEDITERRANEAN
on the HOMERIC Jan 21

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Thos. Cook & Son

New York Philadelphia Baltimore Boston
Chicago St. Louis San Francisco Los Angeles
Portland, Ore. Toronto Montreal Vancouver

WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

d'Arriola sailed his ship into one of the most beautiful harbors his eyes had ever seen, and, establishing a fort and settlement, set up the flag of Spain over the present site of Pensacola. Centuries have not dimmed the beauty of this harbor, but the tiny colony has developed into Florida's western gateway, noted for its commercial importance, its Navy Yard, Naval Air Training Station and park-like residential districts.

Leaving Pensacola, which has risen to its present glory under the colors of Spain, Britain and the United States, we come upon a little developed empire of almost a million acres bordering the Gulf. Here we find Homosassa, almost a century old, with a new city springing up beside the older one.

Southward the Pinellas Peninsula ushers in a constellation of resort communities.

Amid surroundings suggestive of a Japanese garden, Tarpon Springs faces the curving shores of Spring Bayou.

Overlooking a vast marine foreground, Sand Key, with which it is joined by Causeway Clearwater, has a frontage of four miles on the Gulf and two miles on Tampa Bay. With adjoining Belleair it forms the golf headquarters of the West Coast.

At the southern end of the Peninsula, flanked by the waters of Boca Ciega and Tampa Bays, rise the homes, business structures, public buildings and churches of St. Petersburg, "The Sunshine City," commercial metropolis of Pinellas County, premier home city of western Florida, and a resort offering every variety of Florida land and water recreation. St. Petersburg is modern, progressive, beloved by her citizens, who represent a cross-section of almost every State in the Union.

Opposite it and deeply indenting the mainland lie the broad waters of Tampa Bay, and, twenty-five miles from its Gulf entrance at the head of Hillsborough Bay, Tampa itself. Here is West Florida's greatest port, an industrial, home and resort city combined, with a sportsman's paradise in its land and water surroundings. A superb boulevard connects it with St. Petersburg via the great Gandy Bridge across Tampa Bay.

At the southern entrance of Tampa Bay the Manatee River joins salt water, with Bradenton on its south bank a favorite resort. Directly south, Sarasota, on the palm-fringed shores of a bay which is often compared with that of Naples, is one of Florida's captivating cities.

Below Tampa Bay Charlotte Harbor thrusts itself inland, and between them, from Pass-a-Grille to Boca Grande and Captiva Pass, are found some of the most famous and gamey fishing grounds of the continent. Here the giant tarpon is fought, and channel bass, kingfish, mackerel and many other delights of fishermen are caught.

Outer keys and minor islands alternate till the mouth of the Caloosahachee River marks the western end of the coast-to-coast water route across the State.

A short distance up the winding channel, edging its southern shore, is the tropical city of Fort Myers, embowered with palms and providing ample winter enjoyments.

Florida's southern West Coast—a succession of innumerable inlets, with their Ten Thousand Islands—is developing new playgrounds.

Bonita Springs, on the Imperial River near the Gulf; Naples, offering golf, hunting, fishing and bathing; and Venice are in wide favor.

FLORIDA'S CORAL NECKLACE

From Key Largo, at the foot of Bay Biscayne, to Sand Key Light, southwest of Key West, a chain of coral islands and islets extends for more than one hundred miles. These little islands are covered with the flora of the tropics, and their surrounding waters are famed for tarpon, sailfish and kingfish. Across these coral formations and intervening channels the engineering triumph of the Florida East Coast Railway's "Overseas Route" affords the most novel and spectacular rail ride in America. Several haunts of veteran fishermen are passed, and at the terminus, Key West, one may step on board the steamer for Havana. Audacious highway engineers are building for Florida a motor-road across these keys, already completed as far as Upper Metacumbe.

LAND OF BOUNTY AND BEAUTY

Interior Florida discloses nature's bounty of forest, tropical fruits, brilliant flowers, with a wealth of lakes, rivers and springs. Through the central regions extend north and south the Scenic Highlands and labyrinths of lakes. Thirty thousand of such fresh-water bodies are found between Gainesville and Lake Okeechobee alone. River scenery is disclosed along the winding courses of the St. Johns, navigable for more than 200 miles, the Ocklawaha, the romantic Suwanee, and the Apalachicola.

Scattered over this interior country are communities old and new having charm as home sites or places of winter sojourn. Land and fresh-water pastimes abound.

In northern Florida, Lakeland is seat of the State Agricultural College, a place of delightful homes and an important rail cross-roads.

Colonial Tallahassee, mellowed by more than a century, has been the capital since Florida was ceded to the United States by Spain.

Some of Florida's deepest springs flow from the northern tablelands, including Wakulla Springs, 100 feet deep and fifteen miles from Tallahassee, and De Funiak Springs of sparkling chalybeate waters, a mile in circumference.

In the north-central highland country, Gainesville, an educational center, is gateway to a region of live-oaks and lakes.

South of this lake group are the famous Silver Springs, near attractive Ocala and occupying an area of three acres.

Beyond Ocala is another labyrinth of lakes large and small, Leesburg and Eustis being important approaches.

Southeast, Orlando, bordering Lake Eola and surrounded by other lakes, is to be classed among Florida's thoroughly delightful interior cities.

It would seem that no lovelier lakes could be found than those in these regions, but, passing southward along the shores of the broad Kissimmee, we find ourselves approaching the waters of Lake Tohopekaliga, first link of a navigable inland waterway chain that leads to Florida's greatest fresh-water expanse, Lake Okeechobee.

Between Kissimmee and Okeechobee we pass through Haines City, Lake Wales, Bartow, and Lakeland, favorite resorts and home communities situated in another lake labyrinth. Here, too, Winter Haven, Florence Villa, Lake Alfred, Lake Wales, and Sebring attract many visitors.

In northeastern Florida the St. Johns River, with its tributary, the Ocklawaha, offers an opportunity to view some of the State's most attractive interior scenery and visit such popular places as Palatka; De Leon Springs; Deland, "The Athens of Florida"; and Sanford, on the western shore of Lake Monroe. Comfortable steamers ply between Jacksonville and Sanford on the St. Johns, and between Palatka and Silver Springs on the Ocklawaha.

FLORIDA TRAVEL DEVELOPMENTS

The Miamian, the first twenty-four-hour train between New York and Florida, was inaugurated by the Atlantic Coast Line December first, arriving in Jacksonville in twenty-four hours and at Miami in thirty-three and one-quarter hours. This same system will operate eight through trains from the East to Florida and convey over its lines an equal number of trains from the West and Northwest received from other systems.

The Seaboard Air Line is also bettering

its service this season, improvements in equipment and roadbed enabling it also to make a reduction in running time.

The Florida East Coast Railway service for the season of 1927-28 will embrace the operation of ten trains daily, each way, between Jacksonville, its northern terminus, and East Coast resorts. Most notable of these will be The Miamian, above referred to, covering the 1,368 miles from New York to Miami in thirty-three and one-quarter hours, making it one of the fastest trains in the world for the distance covered.

The Dixie Flyer, Royal Palm, Floridan, and Royal Poinciana have again been placed in service, providing through service from Chicago, Detroit, and cities of the Middle West.

The Havana Special, all-year train between New York and Key West, less than forty-eight hours to Havana, will be continued in service throughout the winter. On January 2 the Florida Special, between New York, Palm Beach and Miami, will begin its forty-first season in service.

With double-track completed over the entire 366 miles along the American Riviera, equipped throughout with automatic colored light block signals, rock ballast and oil-burning locomotives, the East Coast System is in a position to provide fast and comfortable service.

OCEAN SERVICE TO FLORIDA

Increased and faster steamship service to Florida will be effective during the present season.

The Clyde Steamship Company have placed in service two new express passenger vessels making the voyage between Miami and New York in forty-eight hours, besides its regular Jacksonville service, calling at Charleston en route.

New steamships and Florida routes are being operated by the Merchants' and Miners' fleet. A weekly service between Philadelphia and Miami is being afforded by one of these new ships, calling at Jacksonville en route. The five new steamships recently completed by this company will be in service over its various divisions this winter.

The Merchants and Miners have inaugurated weekly sailings between Baltimore and Miami. Direct service between Baltimore, Philadelphia, and Jacksonville will be maintained with through connection for Florida via Boston-Baltimore division.

The Clyde Line will begin on January 7 a Miami-Havana service, sailings every five days. The Mallory Line will continue its Galveston service with calls at Key West in both directions. The Eastern Steamship Lines will operate this winter special West Indies cruises, calling at Miami.

TROPICAL SEA ENCHANTMENTS

When summer days are gone in the North, and life has become a struggle with blizzards or slush, then the isles and lands of the Southern seas offer quick and easy refuge. As Frederick A. Ober, author of "Our West Indian Neighbors," remarks, "In the winter months their glorious vegetation appears at its best, the fruits are ripening, the sugar-cane is being harvested; in fact, tropical Nature is then wreathed in smiles and ready with a welcome." So we present brief glimpses of these regions of sunshine and warmth.

BERMUDA—A WINTER FAIRYLAND

One hundred and fifty coral islands and islets basking under temperatures ranging between sixty-five and seventy degrees form a winter fairyland only forty-eight hours distant from New York. "Their beauty and peace sink into your bones," said Mark Twain of the Bermudas. Each, indeed, is a natural pastel. A sea iridescent in beryl, sapphire, purple and green washes their indented shores. White homes contrast with emerald palms. Floral splendor of oleanders and hibiscus, of scarlet and orange poinsettias, of roses and lilies in season, dazzles the beholder. Nerve-racking noises of horns, trolley cars

Can you imagine a more contrasting picture? Ripening oranges and snow-crowned mountains—San Gabriel Valley

Pack up—and come!

Winter here is like Spring's gladdest days

Unending bridle paths

SOUTHERN California—where winter is only a name—is all so wonderful and thrillingly strange to unaccustomed eyes. What its balmy climate and sunshine does to reinvigorate routine-worn men and women and in new things to see and do can only be understood by experiencing it.

Think of a dip in the blue Pacific, lunch at one of the world's finest hotels, picking oranges, then climbing snow-bound mountains for tobogganing or skiing —*all a few miles apart!*

This winter make your dreams come true. Go to Old Spanish Missions. Motor through groves of ripening oranges, lemons and avocados to fascinating places like Pasadena, Santa Barbara, Ojai, Laguna, San Diego, Riverside, Redlands. The National Orange Show at San Bernardino opens February 16th. See the strangely beautiful flower-carpeted winter desert. Amazing Death Valley is now accessible by rail or auto. Drive to the Yosemite by the new All-Year Highway. Golf on *ever* green links! The Los Angeles $10,000 Open Golf Tournament is played January 6-7-8.

That's just a peek at "winter" in Southern California!

Come and see the remarkable growth of Los Angeles—gay metropolis of the Pacific Coast. You will marvel at the industrial development of Los Angeles County—one of the country's richest in natural resources. This county in 1926 produced live stock and agricultural products valued at $116,500,361, its wells pumped 122,584,276 barrels of oil, and its harbor handled 22,094,976 tons of shipping.

Ask your nearest ticket agent now for more complete information.

WE have issued a complete book on all-year vacations, 52 pages, illustrated, telling just what you can see and do in this strange land. Send the coupon for your copy.

Southern California

"A trip abroad in your own America!"

Old Spanish Mission, Santa Barbara

All-Year Club of Southern California,
Dept. A-12, Chamber of Commerce Bldg.,
Los Angeles, California.

Please send me your free booklet about Southern California vacations. Also booklets telling especially of the attractions and opportunities in the counties which I have checked.

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Street____________________

City____________ State________

WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

or factory whistles are absent. The air is clean and quiet. One travels about by carriage, bicycle, saddle horse, or white yacht. Recreation in variety includes two eighteen-hole and two nine-hole golf courses, tennis, yachting, fishing, bathing. A notable event in Bermuda transportation this winter will be the addition next month of the new quadruple-screw, 20,000-ton motor-ship, *Bermuda,* to the Furness Bermuda fleet. Twice-a-week sailings will be made by this line between New York, St. George and Hamilton, and weekly sailings to and from Bermuda by Royal Mail Steam Packet line.

RECREATION IN THE BAHAMAS

Less than two hundred miles from the Florida Keys, the Bahamas form another cluster of coral islands. Generations of winter tourists have come to Nassau, Island of New Providence, to escape the rigors of winter in a remarkably equable climate. Among favorite recreations are golf on a sporty course within sound of the surf; fishing for the gamy barracuda; polo and tennis. Delightfully adventurous excursions may be made by schooner to the "Out Islands," including Watling, which is believed to be the landfall of Christopher Columbus. From New York and Miami the Munson Line steamers provide transportation from the United States.

PORTO RICO, LAND OF THE OLD AND NEW

Since Christopher Columbus and Juan Ponce de Leon dug gold from the alluvial deposits of its rivers, Porto Rico, "The Port of Riches," has yielded many other treasures. Crops of sugar, coffee, tobacco, citrus fruits have replaced golden nuggets. Some of Porto Rico's treasures for the winter tourist include, besides the delightful climate, quaint Spanish towns in which the dances and fiestas of Spain still prevail; miles of military roads winding to elevations of 3,000 feet; Moorish architecture and ancient buildings, such as the Ermita at San German, one of the oldest churches in the Western Hemisphere.

Ancient San Juan, capital and principal port, discloses a mixture of old Spain and active American city, seven million tons of shipping passing through its harbor. Ponce is the South Coast metropolis.

Eleven-day all-expense tours from New York to Porto Rico are offered by the New York & Porto Rico Steamship Line.

EXPLORING CARIBBEAN OUTPOSTS

In all the Caribbean are few regions having more historical associations, more rugged mountain scenery, or more interesting peoples than the Virgin Islands and the long insular chain of the Lesser Antilles. Here roamed early discoverers and later colorful freebooters. Here are the far-flung outposts of three governments—the United States, Great Britain, and France—with their characteristic nationalities. A cruise among these miniature countries is rich in unusual experiences.

After a voyage of about four days from New York the traveler visiting these regions enters the beautiful harbor of Charlotte Amalie, St. Thomas, where the Stars and Stripes fly over the government Headquarters of the Virgin Islands. On St. Thomas and its neighboring island, St. Croix, modern American life exists in contrast to the old Danish customs.

First in the chain of the Lesser Antilles is the island of St. Kitts, a British possession. Its historic fortification, Brimstone Hill, and its lofty peak, Mount Misery, are among the notable features.

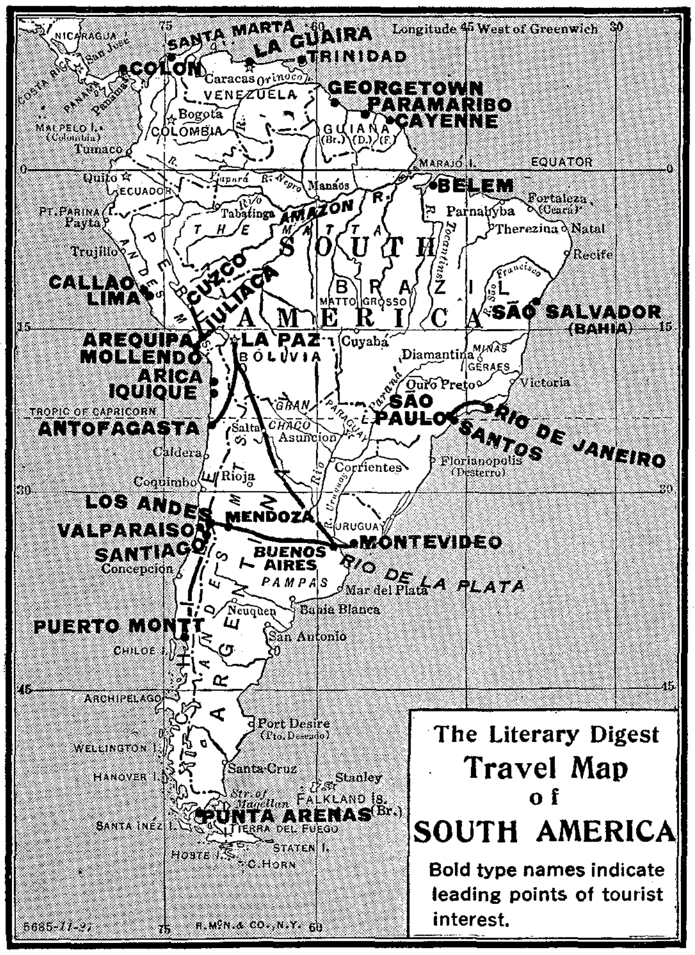
Leaving St. Kitts astern, five hours' steaming brings the ship to British Antigua, noted for its great sugar plantations and mills.

The tricolor of France welcomes tourists to Guadeloupe, mountainous and resembling a fragment of France.

Six hours beyond rise the lofty mountains of Dominica, a British colony, and then again the flag of France flutters over another island, Martinique, its Fort de France being the birthplace of Josephine de la Pagerie, who became the wife of Napoleon.

Southward lies St. Lucia, another British colony, with the "Pitons," huge peaks, rising from the sea.

Eastward lie the Barbados. Bridgetown is the capital of this British colony.



NICARAGUA
San José
COSTA RICA
PANAMA
COLON
SANTA MARTA
LA GUAIRA
TRINIDAD
Caracas
Orinoco R.
VENEZUELA
GEORGETOWN
PARAMARIBO
CAYENNE
Bogota
COLOMBIA
GUIANA (Br.) (D.) (F.)
MALPELO I. (Colombia)
Tumaco
Longitude 45 West of Greenwich
MARAJO I.
EQUATOR
Quito
ECUADOR
Manaos
BELEM
Fortaleza (Ceará)
Parnahyba
Tabatinga
AMAZON R.
Therezina
Natal
PT. PARINA
Payta
Trujillo
SOUTH AMERICA
BRAZIL
Recife
CALLAO
LIMA
PERU
CUZCO
JULIACA
MATTO GROSSO
SÃO SALVADOR (BAHIA)
AREQUIPA
MOLLENDO
LA PAZ
Cuyabá
BOLIVIA
Diamantina
MINAS GERAES
ARICA
IQUIQUE
Ouro Preto
Victoria
TROPIC OF CAPRICORN
ANTOFAGASTA
Salta
GRAN CHACO
PARAGUAY
SÃO PAULO
SANTOS
RIO DE JANEIRO
Asuncion
Caldera
Corrientes
Florianopolis (Desterro)
Coquimbo
Rioja
LOS ANDES
MENDOZA
URUGUAY
VALPARAISO
SANTIAGO
MONTEVIDEO
BUENOS AIRES
RIO DE LA PLATA
Concepcion
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The Literary Digest Travel Map of SOUTH AMERICA

Bold type names indicate leading points of tourist interest.

Finally, off the coast of South America, the British colony of Trinidad is reached, the island crowned by lofty peaks and having impressive tropical scenery. From Port-of-Spain, the main port, a rail trip leads to the famous Pitch Lake, which produces an inexhaustible supply of asphalt.

Comprehensive cruises to these islands, covering a total distance of more than 5,000 miles, are provided by the Furness Bermuda Line and by special winter cruises.

WINTER PLAY DAYS IN CUBA

Cuba, our nearest Caribbean neighbor, attracts an ever-increasing number of American visitors during the winter season. Glamourous Havana, historic Santiago de Cuba and Camaguey, the tropic wonderland of Matanzas, the great sugar mills of Pinar del Rio, and other provinces, are some of the island's numerous attractions. Havana is one of the world's amusement centers. From Thanksgiving Day until March, Oriental Park is thronged with devotees of the Havana race meet. Other sports-loving crowds attend the international games at the Havana Polo Club; still others, winter contests on the Vedado Tennis Club's courts. Superb bathing is available at Marianao Beach, and musical entertainments at the Casino de la Playa. Within the city are parks, theaters, restaurants and avenues, including the famous Malecon. For the more serious-minded, forts and buildings of antiquity are reminiscent of the Spanish régime, and on January 16 the Pan-American Congress will hold an important congress in Havana. The United Railways of Havana, in conjunction with the Cuba Railroad, provide numerous trips throughout the country. Havana is six hours' sail from Key West via Peninsula and Occidental Steamship Line, and by the same line is connected with Tampa. Havana is connected with New York by the Ward Line and the United Fruit fleet, also with New Orleans by the same line and the Munson Line. Havana is a port of call for New York to California steamship lines, and is visited by West Indies Cruise ships.

JAMAICA'S VARIED CHARMS

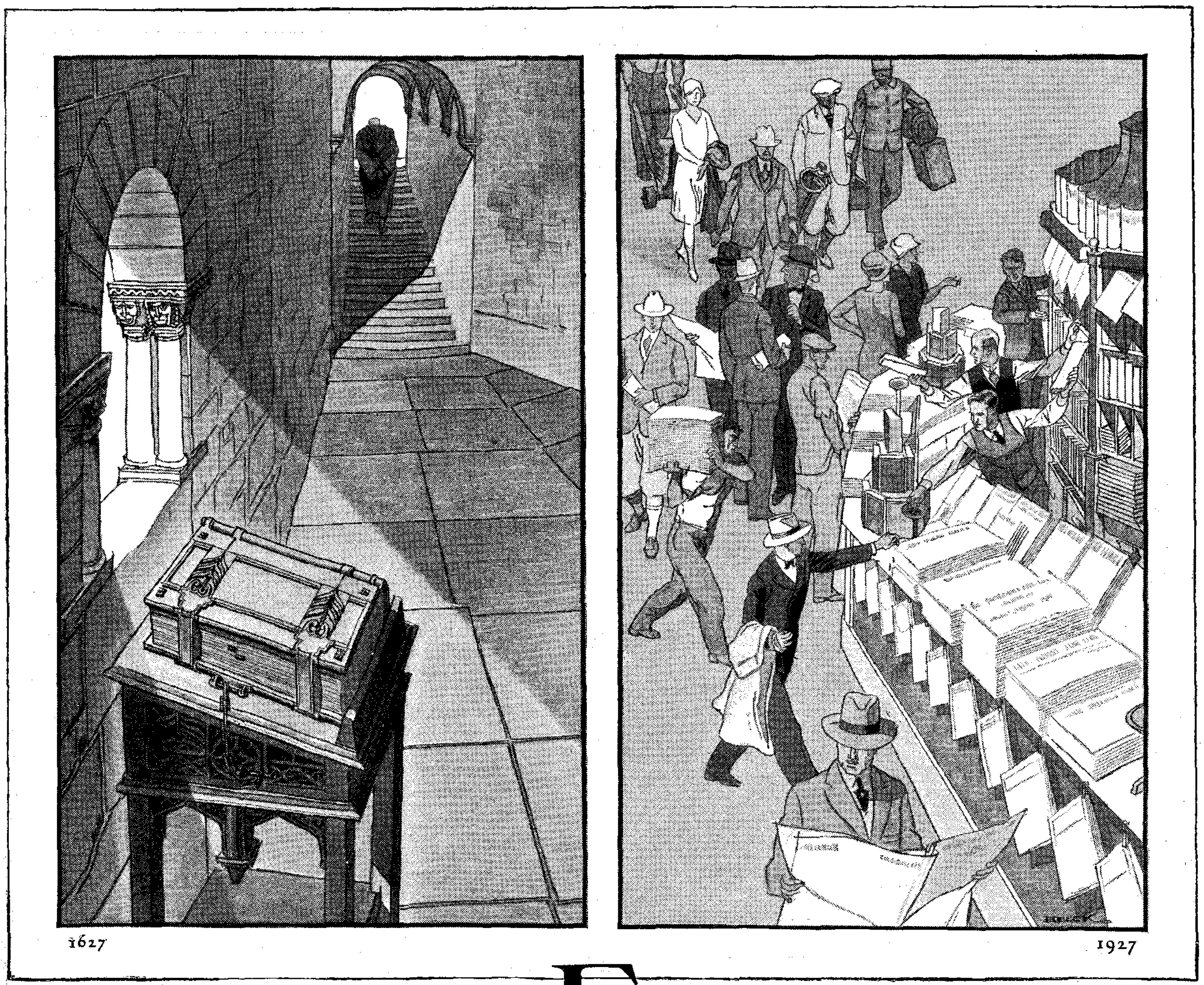
Nature has endowed Jamaica with an amazing climatic range. At sea-level is exotic tropical luxuriance, at higher elevation a subtropical zone is entered, while on the lofty peaks temperatures of from 45° to 50° are encountered. Tourists never tire of viewing the exhibits of flora typical of these zones, shown at the famous Hope and Castleton Gardens and at the Government Plantation at Chinchona, near Kingston. Tropical scenery of charm may be enjoyed by rail, motor or carriage trips from this ocean gateway, while the ascent of Blue Mountain Peak, elevation 7,423 feet, gives an epitome of Jamaica's best views. There are more than 2,000 miles of good roads, including highways encircling the island. Over the Jamaica Government Railways two trips in particular are of unusual interest: First, from Kingston through Spanish Town, the ancient capital, to Montego Bay (112 miles), climbing over an elevation of 1,700 feet; second, from Kingston through Spanish Town to Port Antonio (seventy-five miles), a tourist headquarters, following for some distance the seashore. Practically all West Indies cruises include Jamaica, while it is a regular port of call for United Fruit steamships from New York and from New Orleans.

AMID SCENES IN THE LIFE OF COLUMBUS

Between Cuba and Porto Rico the island of Santo Domingo and Haiti, discovered by Columbus on his first voyage in 1492, offers inducements to the winter tourist. The principal port is Santo Domingo, in which city the discoverer was imprisoned before he was sent back to Spain. The Columbus Castle, built in 1509, may still be visited—one of the oldest structures of the New World. A walled city, Santo Domingo contains ancient churches, convents and historical relics of importance. Numerous attractive excursions may be made through the island. Steamship service is provided by the Santo Domingo route of the Clyde Line, the New York and Porto Rico Line, and by special winter cruise steamships.

CRUISING ALONG CARIBBEAN SHORES

Voyaging southward from the West Indies, the Canal Zone is a magnet to tourists, for here is seen the inspiring spectacle of the world's greatest engineering triumph, the Panama Canal, in its actual operation of passing shipping from



THE GREAT ENLIGHTENER

An Advertisement by N. W. AYER & SON

It is well to remember occasionally that creative genius is not a characteristic peculiar to moderns. . . . Ancient Greece had incomparable artists. Unknown Chinese engineers planned the Great Wall and the Grand Canal—the only two works of man that are said to be visible from Mars. Two thousand years ago Persian shepherds were making rugs that are hard for us even to imitate today. And medicines of Egyptian physicians occupy a most important place in modern *materia medica.*

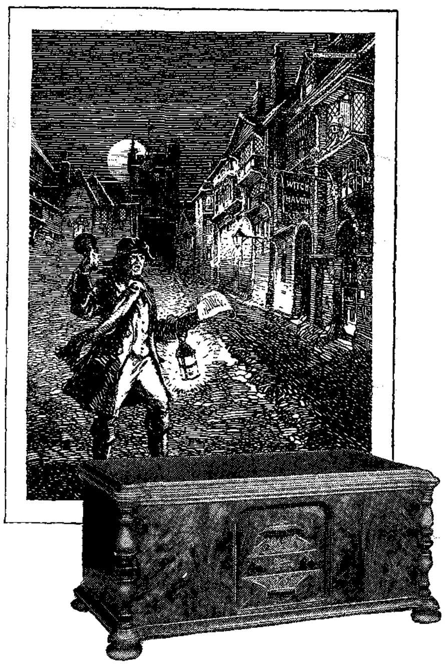
What characteristic is it, then, that distinguishes this age of amazing progress in invention from the sluggishly moving ages of the past? . . . Does it not lie chiefly in the fact that new information of value to society is no longer confined to cloistered scholars or isolated groups of favored classes? Is it not because new discoveries almost instantly become the possession of millions of people *whose minds begin simultaneously to work upon them?*

Newspapers and magazines yield up to everybody every last iota of information. And everything of value is put to work the moment it comes into the modern civilized world.

Consider, for instance, the unanimity with which the radio has been accepted. Think of the almost universal adoption of the automobile as a vehicle—of the typewriter as a means of correspondence—of the telephone for direct conversation. Accurate information on the basic principles of these great tools of civilization was divulged to all literate human beings within an extraordinarily brief period of time. *The great enlightener was the press!*

With this modern world keenly conscious of the civilizing and stimulating power of the printed word, is it any wonder that great industries thrive on clearly stated informative advertising?

N. W. Ayer & Son, Advertising Headquarters, Philadelphia, New York, Boston, Chicago, San Francisco.



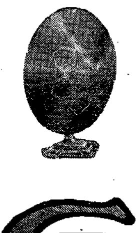
Before newspapers were common, news of immediate importance was cried through the streets by a town official called a "crier."

Tone: In full, *natural* tones voice and music come to you over a Grebe Synchrophase Seven and Natural Speaker with such life-like *realness* you can scarcely believe it is radio.

There is not a trace of blurring or 'radio accent.' A Grebe is *note-perfect* in tone.

To derive complete enjoyment and satisfaction from your radio set, you must hear each note as it is played—as the artist intended you to hear it—*as Grebe gets it!*

Such superior reception of Grebe receivers is not an accident. It is the result of 18 years' experience in building nothing but the best radio apparatus.



Grebe Synchrophase Seven, $135.

Grebe Natural Speaker, $35.

Send for Booklet D. Then ask your dealer to demonstrate, in your home, that you can "get it *better* with a Grebe."

GREBE SYNCHROPHASE
TRADE MARK REG. U.S. PAT. OFF.
RADIO

A. H. Grebe & Co., Inc.
109 W. 57th Street, N. Y. C.
Factory: Richmond Hill, N. Y.
Western Branch: 443 So. San Pedro St., Los Angeles, Cal.

Makers of quality radio since 1909

WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

ocean to ocean. At Cristobal, Atlantic entrance, and at Balboa, Pacific entrance, tourists are accommodated at modern, well-appointed government hotels, from which trips may be made to inspect the great locks, cuts and other features of the waterway. In strange contrast is old Panama City on the Pacific side, founded in 1516, and sacked by Sir Henry Morgan in 1617.

In both directions from the Canal Zone, Caribbean lands are rich in interest. Remarkable tropical scenery is disclosed in Costa Rica, as viewed from the railway from Port Limon to the mountain capital, San José, 4,000 feet above sea-level.

Honduras contains prehistoric ruins which are the wonder of all visitors. Puerto Barrios is the ocean gateway to these remarkable relics and also to the high-elevation lake region, in which is Guatemala City, the capital.

Most ships call also at Belize, leading port of British Honduras, outlet for mahogany shipments from the interior forests.

East of the Canal Zone stretches the coast of Colombia. Here, like a Moorish town, is Cartagena, treasure city of the Spaniards, and Puerto Colombia, whence you may hydroplane up the Magdalena River to Barranquilla, approach to Bogotá, the capital city. All these Caribbean lands are on routes of the United Fruit Company, while the Canal Zone is objective of winter cruises and part of the voyage of South America and North America West Coast steamship lines.

AROUND SOUTH AMERICA—THE TOUR UNUSUAL

It is difficult to imagine any craving of travel appetite which is not satisfied by the South American tour. If the craving is for historical association, there are scenes of the romantic drama of Inca conquest and monuments of historic and prehistoric races. If it is for scenery, there is every diversity, with the mighty Andes rising in majestic grandeur. If the appeal is climate, there is every range, even in the South American summer, which is the North American winter. If unusual peoples attract, a veritable pageant of races passes in review. If amusement is sought, the selection extends from golf to grand opera. If cities are absorbing, the quaint and ancient vie in interest with the brilliant and modern.

The comprehensive, fully satisfying trip to our sister continent must include both coasts and the experience of passing through the Panama Canal. This tour, including essential side trips, may be made in a minimum of about three months. For travelers whose time is more restricted a single coast may be visited within a period of about one and one-half months. This winter the east coast of South America is included in several African cruises, thus making it possible to visit both of these great continents on a single trip.

THE ITINERARY IN OUTLINE

The South America trip may begin with either coast, but numerous travel authorities recommend the west to east coast sequence. We will now outline in the briefest way such an itinerary:

Voyaging down the west coast, the first important port is Guayaquil, whence a rail trip may be taken to Quito, treasure city of the Inca nation before the Spanish conquest.

Leaving Guayaquil, the next call is at Callao, port for Lima, "City of the Kings," founded by Pizarro in 1535.

Southward from Callao the steamship proceeds to Mollendo for inland trips of extraordinary interest. The first of these is by rail to Arequipa, in the foreground of a trinity of snow-capped Andean peaks, including Misti, 19,000 feet; thence into the heart of the Andes, ascending at one point 14,600 feet to Cuzco, containing ruins of the ancient Inca capital of inestimable archeological value. The second trip from Mollendo is that to Lake Titicaca, following the route to Cuzco as far as Juliaca, where the lake division diverges to Puno. Here a steamer is boarded for a voyage of 150 miles 12,500 feet above the sea to Guaqui, thence by rail to La Paz, set amid the towering Andes. Cuzco may of course be included in the same trip.

Various routes leave La Paz. First, the tourist may double back to Mollendo; second, he may take the railway back to the ocean port of Arica; third, he may journey by rail southward through a scenic wonderland to the port of Antofagasta; fourth, he may proceed over the four rail systems that combine to form a new transcontinental route across Bolivia and the Argentine to Buenos Aires, a journey of about one week, including two overnight stop-overs at hotels.

Round South America travelers, however, return to one of the Pacific ports and continue on the steamship to Valparaiso, "The Vale of Paradise," inland, visiting the superb city of Santiago, capital of Chile; thence proceeding across the continent to Buenos Aires by the awe-inspiring Transandine Railway.

For those who have more ample time the all-water route is available from Valparaiso down the Chilean coast, through the Straits of Magellan and up the east coast to Buenos Aires.

The brilliant constellation of modern cities of the east coast begins with Buenos Aires, "The Paris of South America," and continues with equally fascinating Montevideo.

Continuing northward, the world's greatest coffee port, Santos, is reached, with a side trip to Sao Paulo, where the famous snake farm may be visited.

A day's voyage from Santos brings the traveler into the indescribably beautiful harbor of Rio de Janeiro, both harbor and city having the most spectacular beauty and charm.

From then on the ship's course is shaped for New York.

Colombian coast tourist attractions are described in the Caribbean section of these articles.

SERVICES TO SOUTH AMERICA

Regular steamship service from New York to South America is provided as follows:

Grace Line steamships are operated direct to the Canal Zone through the Panama Canal; thence, calling at all important west coast ports, to Valparaiso.

The fleet of the Pacific Steam Navigation Company calling at Havana en route proceeds through the Panama Canal, thence to west coast ports.

East coast ports are connected with New York by Lamport & Holt Line steamships, calling at Barbados en route and at Rio de Janeiro, Montevideo and Buenos Aires.

Munson Steamship Line vessels sail directly to Rio de Janeiro and Buenos Aires, calling at Santos north-bound.

Norton Lilly & Company provide sailings to Montevideo and Buenos Aires.

Red "D" Line steamships ply between New York and Venezuela, calling at Porto Rico en route.

Colombian ports are served by the United Fruit Company's fleet.

African cruises under the management of Thomas Cook & Son, by Holland-America Line steamship *Volendam*, and of the Canadian Pacific Steamships, with their steamship *Empress of France*, are booked to include the South America east coast ports of Rio de Janeiro, Santos, Buenos Aires, and Montevideo.

WONDERS OF THE SOUTHWEST

In all America it would be difficult, if not impossible, to visit a region of more varied appeal than the lower western corner of the United States. Here are the abodes of mysterious prehistoric races older than the tombs of Egypt. Here nature has carved and painted, in grandeur and artistry staggering human conception. Here still live in their pueblos the races encountered by the Spanish Conquistadores. Could travel appetite demand more!

Few objects of the Southwest create greater wonder than its Cliff Dwellings.

"The boundaries of Cliff-Dweller Land in the United States may be broadly defined as including Southern Colorado and Utah, Arizona as far west at the Colorado River, and New Mexico on the East," says George Wharton James in "Our American Wonderlands." "In this region there are found twelve separate or reasonably well-defined distinctive areas of cliff, cave, or other prehistoric dwellings.

"These are (1) the ruins of the Province of Tusayan—ruins found near the present Hopi Pueblos; (2) those of the Salt and Gila River Valleys; (3) those of the Lower and Upper Verde Valleys—the latter sometimes called 'The Red Rock Country'; (4) those of the San Francisco Mountain region—near Flagstaff, Arizona; (5) those of the Little Colorado Valley; (6) those of the Canyon de Chelly; (7) those of the Navajo National Monument—Betatakin and Kitsiel; (8) those of the Pajarito Plateau, not far from Santa Fé, New Mexico; (9) those of the Zuñi region; (10) those of the Chaco Canyon; (11) those of the Mesa Verde; (12) those of the San Juan River region."

Communities founded centuries ago typify milestones in the Continent's progress.

"Taos, Santa Fé and El Paso—these were to the Southwest what Port Royal, Quebec and Montreal were to French Canada, or Boston, Salem and Jamestown to the Colonists of the pre-Revolutionary days on the Atlantic," writes Agnes C. Laut in her "Through Our Unknown Southwest." "El Paso was the gateway city from the old Spanish Dominions of the South. Santa Fé was the central military post, and Taos was the watch-tower on the very outskirts of the back-of-beyond of Spanish territory in the wilderness land of the New World."

Then there is San Antonio, of which the same writer says:

"San Antonio is the gateway city from the South to the land of play and mystery. It is the meeting-place of old and new, of Latin and Saxon, of East and West, of North and South. Atmosphere? Physically, the atmosphere is champagne; spiritually, you have not gone ten paces from the station before you feel a flavor as of old wine. There are the open Spanish plazas riotous with bloom, flanked by Spanish-Moorish ruins flush on the pavement, with sky-scraper hotels that are the last word in modernity. Live-oaks heavy with Spanish moss hang over sleepy streams that come from everywhere and meander nowhere. You see a squad of soldiers from Fort Sam Houston wheeling in measured tread around a square (only there isn't anything absolutely square in all San Antonio), and they have hardly gone striding out of sight before you see a Mexican burro trotting to market with a load of hay tied on its back."

Natural masterpieces of the Southwest include the brilliant colorings and dizzy heights of the Apache Trail; the stupendous glories of the Grand Canyon; Petrified Forests, Painted Deserts, and scores of other impressive scenes.

FROM THE CRESCENT CITY TOWARD THE SUNSET

Each of the rail pathways intersecting the Southwest has an array of individual travel interest.

If the southernmost is chosen, we enter the Pullman at New Orleans, having arrived there by direct steamer connection from New York or by connecting rail lines.

(Continued on page 59)

The Gulf Coast
New Orleans
Waveland
Bay St. Louis
Henderson Point
Pass Christian
Long Beach
Gulfport
Mississippi City
Edgewater Park
Biloxi
Ocean Springs
Pascagoula
Mobile
Foley
Pensacola
Camp Walton
Valparaiso
Crestview
DeFuniak Springs
Chipley
Marianna
River Jc.
Cottondale
Panama City

To Shoot Ducks or Golf

TO GET OUT where the fishing is good, where there are always plenty of boats, tackle and guides; to enjoy long motor rides over perfect roads shaded by giant live oaks and pines; to have a dip in a glass-enclosed, salt-water swimming pool; to play tennis or polo—in fact, to do any of the things you like to do out in the open—come to the Gulf Coast, that great stretch of sun-warmed shores in Western Florida, Alabama and Mississippi.

The sun shines warm and bright almost every day in the year and the temperature averages above 50°. Between the months of December 1926 and May 1927, there were but eight days on which it rained too hard to play golf or to enjoy being out in the open for other sport.

Fill in the coupon below, mail it today and let us send you a copy of our latest descriptive and illustrated folder telling you more about this American Riviera.

The Gulf Coast is a land of history, mystery and romance, teeming with interesting sights and scenes which mark the regimes of Spanish, French, English, Confederate and ante-bellum Governments. There is much to see and do on the Gulf Coast, and the nearby big cities of New Orleans, Mobile and Pensacola provide the added attractions of theatres, opera, racing, etc.

Fine, big, modern hotels, in which you can live just as luxuriously or as inexpensively as you please, dot the Coast from one end to the other; and trains of hotel completeness will take you to the Gulf Coast; from the North and Central West, "The Pan-American" from Cincinnati and Louisville; from New York, Philadelphia, Baltimore and Washington, the "Crescent Limited"—direct to New Orleans, Mobile and the Gulf Coast. These two fine trains are all-steel and all-Pullman, with maid and valet service, shower baths, observation and club cars. Other trains with through Pullman service from the same cities, including a direct sleeper from Boston and additional through sleeping car service from Chicago.

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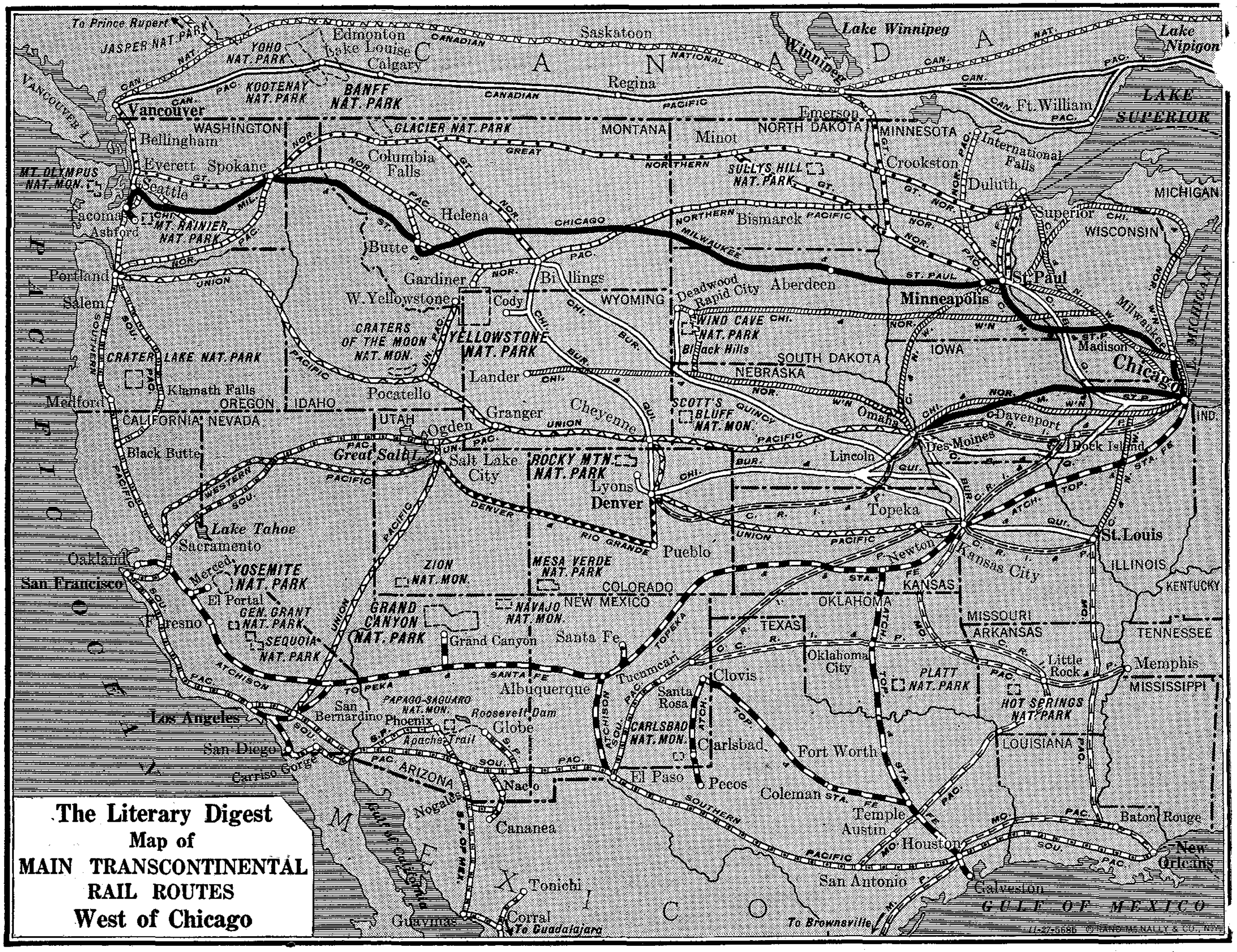

The Literary Digest
Map of
MAIN TRANSCONTINENTAL
RAIL ROUTES
West of Chicago

To Prince Rupert
JASPER NAT. PARK
YOHO NAT. PARK
Edmonton
Lake Louise
Calgary
Saskatoon
Regina
Lake Winnipeg
Winnipeg
Lake Nipigon
CANADA
Vancouver
KOOTENAY NAT. PARK
BANFF NAT. PARK
Emerson
Ft. William
LAKE SUPERIOR
WASHINGTON
Bellingham
GLACIER NAT. PARK
MONTANA
Minot
NORTH DAKOTA
MINNESOTA
International Falls
Everett
Spokane
Columbia Falls
Crookston
Duluth
MT. OLYMPUS NAT. MON.
Seattle
SULLYS HILL NAT. PARK
MICHIGAN
Tacoma
Ashford
MT. RAINIER NAT. PARK
Helena
Bismarck
Superior
WISCONSIN
Butte
Portland
Gardiner
Billings
Salem
W. Yellowstone
Cody
WYOMING
Deadwood
Rapid City
Aberdeen
Minneapolis
St. Paul
WIND CAVE NAT. PARK
Black Hills
CRATERS OF THE MOON NAT. MON.
YELLOWSTONE NAT. PARK
CRATER LAKE NAT. PARK
SOUTH DAKOTA
IOWA
Madison
Chicago
Klamath Falls
Lander
NEBRASKA
Medford
OREGON
IDAHO
Pocatello
Granger
Cheyenne
SCOTT'S BLUFF NAT. MON.
Omaha
Davenport
CALIFORNIA
NEVADA
UTAH
Ogden
Black Butte
Great Salt L.
Salt Lake City
ROCKY MTN. NAT. PARK
Lincoln
Des Moines
Rock Island
IND.
Lyons
Denver
Topeka
Lake Tahoe
Sacramento
Pueblo
St. Louis
Oakland
San Francisco
YOSEMITE NAT. PARK
ZION NAT. MON.
MESA VERDE NAT. PARK
COLORADO
Kansas City
ILLINOIS
Merced
El Portal
GEN. GRANT NAT. PARK
SEQUOIA NAT. PARK
Fresno
GRAND CANYON NAT. PARK
NAVAJO NAT. MON.
NEW MEXICO
KANSAS
KENTUCKY
OKLAHOMA
MISSOURI
Grand Canyon
Santa Fe
TEXAS
ARKANSAS
TENNESSEE
Newton
Oklahoma City
Little Rock
Memphis
Clovis
Tucumcari
PLATT NAT. PARK
MISSISSIPPI
Albuquerque
Santa Rosa
HOT SPRINGS NAT. PARK
PAPAGO-SAGUARO NAT. MON.
Roosevelt Dam
Los Angeles
San Bernardino
Phoenix
Globe
CARLSBAD NAT. MON.
Carlsbad
Fort Worth
LOUISIANA
Apache Trail
San Diego
Carriso Gorge
ARIZONA
El Paso
Pecos
Naco
Coleman
Temple
Austin
Baton Rouge
Nogales
Cananea
Houston
New Orleans
Gulf of California
San Antonio
Galveston
Tonichi
Corral
Guaymas
To Guadalajara
To Brownsville
MEXICO
GULF OF MEXICO
PACIFIC OCEAN
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TRANSCONTINENTAL RAIL PATHWAYS

The foregoing map depicts the main transcontinental routes west of the Mississippi River, with a few of their more important scenic attractions. Innumerable combinations of these routes may be arranged to suit the preference of the individual tourist, and it is the custom of experienced travelers to go by one system and return by another. Among the more important eastern connections are the following, to or from Chicago: the New York Central Railroad (Michigan Central; Lake Shore); Pennsylvania System; Erie Railroad; Lackawanna Railroad; Lehigh Valley and connecting lines; Baltimore and Ohio System; Chesapeake and Ohio; Grand Trunk; Nickel Plate; Wabash.

To or from St. Louis eastern connecting lines include the New York Central's "Big Four"; Pennsylvania; Baltimore and Ohio; Chesapeake and Ohio; Norfolk and Western; Southern Railway; Wabash.

To or from Memphis eastern connections include Louisville and Nashville; Mobile and Ohio; Southern Railway.

To or from New Orleans eastern lines include Louisville and Nashville; Southern Railway.

CANADIAN NATIONAL RAILWAYS ROUTE

From Halifax and Sydney, Nova Scotia, to Quebec, Montreal, thence through north, central, and southern Ontario and across the Canadian prairies, penetrating the northern Rockies, intersecting Jasper and Mount Robson Parks, thence to Prince Rupert and to Vancouver, British Columbia, on the Pacific Coast. Through cars are operated from Chicago to the Coast via Chicago and Northwestern line.

CANADIAN PACIFIC RAILWAY ROUTE

From St. John, New Brunswick and Quebec to Montreal, through the St. Lawrence Valley, Ontario Highlands, prairies, traversing the Rocky Mountain regions and Canadian National Parks, and by the Fraser River Valley to Vancouver. Through car service from Chicago is operated via the Soo Route.

BURLINGTON-GREAT NORTHERN ROUTE

Providing direct service from Chicago, St. Louis or Kansas City, to the Coast (and over the Burlington's own lines to the Denver, Colorado, Rocky Mountain regions), intersecting Glacier National Park, thence to the Pacific Northwest.

BURLINGTON-NORTHERN PACIFIC ROUTE

Westward of Chicago this pathway to the Pacific Northwest joins the Northern Pacific at St. Paul; crosses the Great Plains, and continues across the northern Rockies and through the Columbia River Valley to the Coast.

CHICAGO, MILWAUKEE AND ST. PAUL ROUTE

From Chicago traversing the Upper Mississippi Valley, crossing the Saw Tooth, Bitter Root, and Cascade ranges with its Pacific Coast termini at Seattle and Tacoma. 649 miles are electrically operated. Through cars are also operated to Omaha, thence to California by Union Pacific and Southern Pacific Systems.

CHICAGO AND NORTHWESTERN-UNION PACIFIC-OREGON ROUTE

From Chicago following the Overland Trail, across the Plains through the Platte Valley. In Wyoming its Union Pacific connection branches northwestward at Granger. Over the Oregon Trail the route continues to the Columbia Valley and the Coast.

CHICAGO AND NORTHWESTERN-UNION PACIFIC-SALT LAKE ROUTE

Instead of branching northwestward at Granger, as the route described above, the Southern California route continues directly west to Ogden where it turns south and southwest to Salt Lake City The main line continues on through the Southwest, following for some distance the trail of the Mormon pioneers, finally terminating at Los Angeles.

CHICAGO AND NORTHWESTERN-UNION PACIFIC-SOUTHERN PACIFIC ROUTE

The main central route between Chicago and California, continues to Ogden as described above. Westward from Ogden by Southern Pacific system, it crosses the Great Salt Lake, passes through the Humboldt Valley, Sierras, and through the American River Canyon over the route of the gold seekers to San Francisco.

MISSOURI PACIFIC-DENVER RIO GRANDE WESTERN-WESTERN PACIFIC ROUTE

From St. Louis, Memphis, and New Orleans to Denver and from the Denver-Colorado Springs Rocky Mountain regions with eastern through car service from St. Louis via Missouri Pacific System and from Chicago via Burlington System, also connecting at Denver with all lines from the west, this route traverses the Royal Gorge, Salt Lake City, the Great Basin, thence to San Francisco via the Feather River Canyon.

SANTA FE GRAND CANYON ROUTE

Over the Santa Fé Trail to the southwest to Santa Fé, Petrified Forest, Grand Canyon, and nearly a score of other national monuments and parks, to Los Angeles, San Diego, and San Francisco. A northern arm terminates at Denver; southern divisions at Galveston, El Paso, and Phoenix. In connection with Gulf Coast Lines at Houston, through service is provided between New Orleans and California.

ROCK ISLAND GOLDEN STATE ROUTE

The Rock Island Route not only provides direct service between Chicago, Kansas City, and the Denver-Colorado Rocky Mountain regions, but operates through trains to the Pacific Coast over the Rock Island System to Tucumcari, thence to California via the Southern Pacific System, with the Apache Trail and the Roosevelt Dam as a side trip and Carriso Gorge Route an option.

SOUTHERN PACIFIC SUNSET ROUTE

From New York to New Orleans by direct steamships or rail connections, thence by the Sunset Route to the Pacific Coast. Among its numerous scenic attractions are the Apache Trail, Roosevelt Dam, and Carriso Gorge optional route. Coast and Great Valley points of California are intersected and connection is made at San Francisco with the Shasta Route to or from the Pacific Northwest.

(*Continued from page 57*)

Leaving this fascinating city, which we have glimpsed elsewhere in our "Gulf Coast" section, we cross the Mississippi and roll westward over the Southern Pacific System's Sunset Route through the Louisiana plantations and on into Texas through Houston (where a digression may be made to Galveston), then pausing at San Antonio described above.

Westward the train carries us on to El Paso, the gateway city on Mexico's border, where the Rock Island System's "Golden State Route" from Chicago joins the "Sunset Route." El Paso ranks among the important tourist cities of the Southwest.

Beyond, on one division of the railroad, lies Douglas, a city that stands on a high plateau and that is famous for its healthful climate, and Indian, Mexican and American pioneer history.

Northwest of Douglas, on the Borderland Highway and the Coronado Trail, near the Continental Divide, is Tombstone, rich in history and romance. This town, as the Tombstone *Epitaph* reminds us, has been the inspiration for much Western literature, including Frederick Bechdolt's "When the West Was Young," Walter Noble Burns's "Tombstone: An Epic of the West," Alfred Henry Lewis's "Wolfville Tales," and hundreds of other books, historical and romantic. It has also inspired myriads of short stories and articles.

Tucson, "The Sunshine City" of perfect climate from October through to the end of May, affords a winter playground of ideal surroundings. On New Year's Day you may wander among its exquisite flower gardens and find them in full bloom, play golf on an excellent eighteen-hole course, enjoy the saddle and bridle paths, and revel in every out-door enjoyment. Colorful scenes are presented in Tucson at Eastertide, when the Yaqui Indians celebrate Holy Week with a sort of Indian Oberammergau. Three hours by motor from Tucson the Casa Grande prehistoric dwelling may be visited. Near Tucson, too, rise the walls of the Jesuit mission of San Xavier del Bac, founded in 1687.

One of the most recently created national monuments in the Southwest is the Chiricahua, located on the west slope of the mountains of that name, in Cochise County, Arizona.

The area is readily accessible by automobile from Willcox, Bisbee, Tombstone, and Douglas, Arizona, and from El Paso, Texas. The distance is about sixty-five miles from Douglas and Bisbee, sixty-one miles from Tombstone, and thirty-eight miles from Willcox. It is about 145 miles from Tucson.

This monument consists of a series of fields of large rhyolitic monoliths eroded into many fantastic shapes. The area is cut by deep-walled canyons, some of the walls being about 200 feet in height; and there are pillars, balanced rocks, and formations resembling animals, faces, etc. scattered over the entire area.

A NEW TRAVEL PATHWAY

Digressing for a moment from the Sunset Route, we consider a new travel pathway opened with the completion, last spring, of the last link in the Southern Pacific's Mexican West Coast line from California into Mexico. This new railroad, over which through Pullmans are being operated to or from California, extends from Nogales to and along the coast, thence inland to Guadalajara, there connecting with the National Railways of Mexico for Mexico City, a total distance of almost 1,500 miles, or more than 2,000 miles from Los Angeles.

To the traveler making the interesting trip from Nogales (meaning walnuts), fascinating treats are in store. Leaving the parent company's main line at Tucson, Arizona, a two hours' southerly ride brings him into Nogales, the gateway to the West Coast of Mexico. Between beautifully rounded hills, Nogales firmly straddles the international boundary, and were it not for the wire fence separating the two countries, one would not know if he were in

MALOLO
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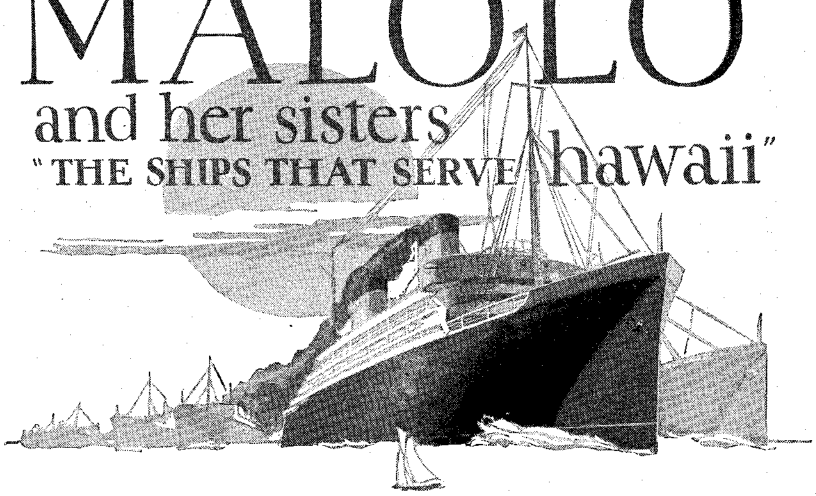
"THE SHIPS THAT SERVE hawaii"



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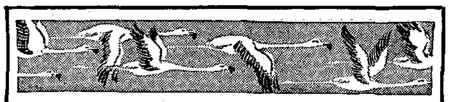

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WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

Mexico or the United States, so close is the harmony and friendliness at this unique border town. Nogales, Arizona, and Nogales, Sonora, are to all outward appearances but one town.

Continuing the journey south from Nogales, the first stop of importance is Magdalena, fifty-four miles from Nogales. This is the scene of an interesting annual religious fête, to which thousands flock to give thanks and to pay homage to the Patron Saint Xavier.

Next to the south is Hermosillo (meaning little beauty), the capital of the State of Sonora, famous for its beautiful roses and impressive public buildings.

Guaymas, the first seaport to be reached, has unexcelled winter climate and is situated on a beautiful, landlocked bay, with excellent fishing and hunting.

San Blas, next to the south and 460 miles from Nogales, is the junction point with the Kansas City, Mexico & Orient Railway, which runs from the port of Topolobampo through Los Mochis and San Blas to Fuerte.

Southward is Culiacan (corrupted from Colhucan, "meeting of the rivers"). Culiacan is the capital of the State of Sinaloa and is a quaint and charming city situated on the banks of the river of the same name.

Mazatlan, the largest and most important seaport on the line of the Southern Pacific Railroad of Mexico, follows. A beautiful ocean drive with picturesque backgrounds, together with a delightful winter climate, forms an ideal combination.

Continuing south, Tepic is the next important stop, a charmingly quaint old Mexican town with a history dating back to the conquest.

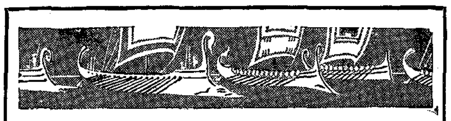
Leaving Tepic, one travels over the newly constructed railway connecting the West Coast of Mexico with the interior of the Republic. Just south of Ixtlan this new route brushes the shoulders of Ceboruca, a live volcano, the sides of which send forth jets of white steam in the early morning and late evening. From here we pass through the wild broken country known as the Barrancas (canyons), a region just now conquered by man's engineering skill, being a vast conglomeration of mountains and ravines.

After passing over this interesting part of the line we continue on to Guadalajara, the capital of the State of Jalisco and Mexico's second city in size and importance. It is known as "The Pearl of the Occident." Guadalajara is often credited with one of the finest climates in the world. To the tourist it offers opportunities of sustained and lasting interest, including beautiful Lake Chapala, situated near by, a mountain-surrounded body of fresh water 47 miles long and 10 miles wide. There are numerous other short motor scenic trips to be taken from Guadalajara, including "La Barranca de los Oblatos," a sheer canyon 2,000 feet deep, which is by some considered the greatest natural show place of Mexico, together with "El Salto de Juanacatlan," which is known as the "Niagara Falls of Mexico."

OVER THE APACHE TRAIL BY MOTOR COACH

Returning to the Sunset Route, at Globe begins perhaps the most fascinating experience of this pathway through the Southwest, the Apache Trail Detour. One hundred and twenty miles of spectacular scenery, prehistoric surroundings and that monument to modern engineering, the Roosevelt Dam, impounding an exquisite lake, are features impelling transcontinental travelers by the Southern Pacific or Rock Island systems to make this famous detour en route.

West-bound tourists from New Orleans and El Paso detrain at Globe. East-bound passengers from California leave the train at Phoenix. On the Southern Pacific



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through sleepers are operated on the Sunset Limited, New Orleans to Globe; and on "The Californian," Los Angeles to Phoenix. On the Rock Island Route tourists by the Golden State Limited, westbound, change to through sleepers to Globe at El Paso. Eastbound by the same train, through cars are operated to Phoenix, tourists from Globe changing cars at El Paso. The motor-coach route between Globe and Phoenix occupies nine hours, including an hour's stop for luncheon at Apache Lodge, overlooking Roosevelt Lake and Dam.

It is a trip of infinite variety, of wonder and continual interest. Leaving the mines of Globe and its neighboring prehistoric relics, the road passes through Red Pass and a forest of giant cacti.

Then begins the climb into mountains painted with a thousand brilliant hues. "The way leads along an ancient thoroughfare—to-day the 'Oldest Highway in America,'" says one writer. "Before the dawn of civilization came the cliff-dwellers, unknown save for those ruined fortress homes that hang like swallows' nests in niches of canyon walls. Swarming down this Pass marched the Toltecs, and along the same trail rode in 1540 the bright-armored band of Coronado, seeking the lost cities of Cibola with their untold wealth. Then came humble friars who wandered here afoot—somber-robed Jesuits and Franciscans—and they were followed by the hardy American pioneers, frontiersmen in buckskin, pathfinders and scouts, red-shirted miners and blue-clad cavalrymen. And against all these were arrayed the fiercest of Indian tribesmen, the Tonto Apaches and their kindred, and to them for years this ancient way belonged by right of might. Here was the warpath along which the Apaches set out on their bloody forays, and at their head rode battle chiefs whose very names inspired terror—Cochise, Mangus, Colorado and Geronimo."

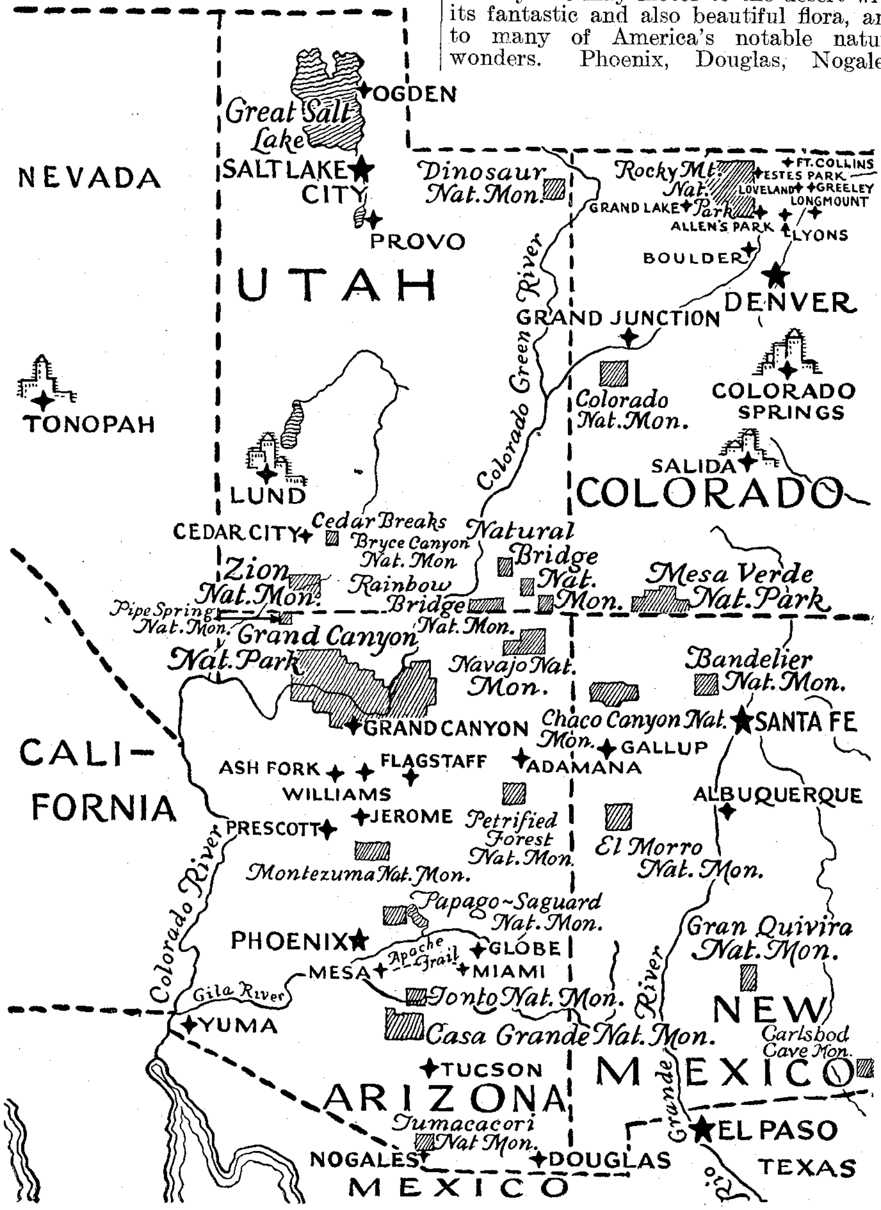
From the summit, at an elevation of almost 4,000 feet, a labyrinth of peaks in varied colors is disclosed.

Winding downward, the trail reaches Roosevelt Lake and Dam. The blue lake stretches for thirty miles between mountains of bronze and blue rock, while the magnificent dam, through irrigation, has converted 240,000 acres of the Salt River Valley into fruitful land. Near the dam may be visited an Apache village with Indian wares for sale.

A stop-over at this point permits a visit to the Tonto Cliff Dwellings, five miles distant, the largest prehistoric abodes of the Southwest.

From Roosevelt to Phoenix, the route discloses views of distant peaks and nearby strange formations resembling humans and animals, including Castle Rocks, Painted Cliffs, Whirlpool Rocks, Apache Gap, Superstition Mountain, etc. Then the road, leaving Apache land behind, enters the fertile Salt River Valley and reaches Phoenix, near which may be seen prehistoric irrigation projects that are believed to antedate the time of Christ.

Phoenix is capital of the Salt River Valley of Arizona. All main highways of the Southwest converge at this travel center. Within the city, visitors are delighted by exquisite flower gardens, palm-shaded boulevards and restful parks. Nearby one may motor to the desert with its fantastic and also beautiful flora, and to many of America's notable nature wonders. Phoenix, Douglas, Nogales,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NEVADA
SALT LAKE CITY
Dinosaur Nat. Mon.
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LONGMOUNT
GRAND LAKE
ALLEN'S PARK
LYONS
PROVO
BOULDER
UTAH
Green River
DENVER
GRAND JUNCTION
TONOPAH
Colorado Nat. Mon.
COLORADO SPRINGS
SALIDA
LUND
COLORADO
Colorado River
Cedar Breaks
CEDAR CITY
Bryce Canyon Nat. Mon.
Natural Bridge Nat. Mon.
Zion Nat. Mon.
Rainbow Bridge Nat. Mon.
Mesa Verde Nat. Park
Pipe Spring Nat. Mon.
Grand Canyon Nat. Park
Navajo Nat. Mon.
Bandelier Nat. Mon.
GRAND CANYON
Chaco Canyon Nat. Mon.
SANTA FE
CALIFORNIA
GALLUP
ASH FORK
FLAGSTAFF
ADAMANA
WILLIAMS
ALBUQUERQUE
PRESCOTT
JEROME
Petrified Forest Nat. Mon.
El Morro Nat. Mon.
Montezuma Nat. Mon.
Papago-Saguard Nat. Mon.
Gran Quivira Nat. Mon.
PHOENIX
Apache Trail
GLOBE
MESA
MIAMI
Rio Grande
Gila River
Tonto Nat. Mon.
NEW MEXICO
YUMA
Casa Grande Nat. Mon.
Carlsbad Cave Mon.
TUCSON
ARIZONA
Tumacacori Nat. Mon.
EL PASO
NOGALES
DOUGLAS
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WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

Tucson, and other towns hereabouts are in a region sometimes designated "America's Sunshine Parlor."

Beyond Phoenix the Sunset Route continues to Yuma, there entering California, and following pathways described under our California section.

ON SANTA FE TRAIL AND THROUGH NAVAJO LAND

From Chicago we may cross the plains by the Santa Fé Route and follow for some distance the historic Santa Fé Trail. At La Junta, a side trip over the Santa Fé's Colorado Springs-Denver line leads to the Rocky Mountain playgrounds.

OVER THE INDIAN DETOUR

Of absorbing interest and educational value are the Indian Detour Motor Coach trips offered to transcontinental tourists by the Santa Fé Route. "'The Indian Detours,' these motor side-trips are called," says a writer in *The American Motorist*, "because of the Indian country through which they run; and they were set up, primarily, to break the train rider's long railway trip out to the coast or back—and at the same time let him see more of New Mexico than is visible from a train window. . . . A chance to see the Indian villages and dancers, the ancient cliff dwellings, and to visit Santa Fé and Taos—cultural centers of the Southwest—is a chance eagerly welcomed by all travelers who have the time and extra cash required."

West-bound passengers transfer from the "California Limited" or "The Navajo," to motor-coaches at Las Vegas, rejoining the rail at Albuquerque. East-bound tourists detrain from the same named trains and board motor-coaches at Albuquerque, rejoining their Pullmans at Las Vegas.

The motor-coach trip occupies three days, and more than 250 miles of travel over scenic highways brings the tourist into intimate contact with archeological, historic and natural wonders of the Southwest.

For those who wish to vary the coach route and itinerary, fleets of touring cars are available at Santa Fé and Albuquerque for trips over mountain and canyon roads through this wonder country. Special courier service is provided, and in addition to day trips there are conducted motor cruises of several days to such points as Carlsbad Cave and the Petrified Forest.

Included are visits to the ancient city, Santa Fé; to the inhabited Indian pueblos, and to the communal ruins of Puyé, a cliff pueblo supposed to date back twenty centuries; also to metropolitan Albuquerque, and many other points of interest.

The story of Santa Fé, which is reached on the second day of the Indian Detour trip, is an epic of American history. Long before Onate and his *conquistadores* unfurled the banner of Spain on the site of its subsequent plaza in 1608, races had dwelt here, their origin reaching back to the mysterious past. The Governor's Palace facing the Plaza is the most venerable public building in the country. Over its ancient walls have flown the colors of Spain, Mexico, and now the Stars and Stripes. Through its halls stalk the ghosts of rulers, generals, priests, pioneers. From Don Diego de Vargas, the reconqueror of New Mexico, to Gen. Philip Kearney, they form a pageant of the past.

To-day Santa Fé is a dual city. One may wander through narrow, winding streets faced by adobes and peopled by descendants of the Spanish founders, visiting Spanish churches, centuries old. Then there is the modern, American city of business buildings, schools, hotels, in strange contrast to the old.

Albuquerque, New Mexico's largest city, is the wholesale, banking, and industrial center of the State. Its dry, sunshiny, invigorating climate has given this city and its environs extraordinary health-restoring qualities. Indeed, so famed has it become as a place to get well and stay well that Albuquerque is entitled to rank as one of the health capitals of the nation.

Innumerable points of interest lie within easy reach of both Santa Fé and Albuquerque. Among objectives from the former city are the Indian pueblos of Taos and Cochiti; Mexican settlements of Chimayo and Cordova; cliff dwellings of the beautiful canyon El Rito de los Frijoles; while from the latter may be visited the Volcanoes, Jemez Hot Springs, the Enchanted Mesa, and the pueblos of Laguna and Acoma.

Continuing on, wonder after wonder unfolds. From Gallup trips lead to the colorful Canyon de Chelly and Chaco Canyon, also to other pueblos. All tourists will welcome a stop at Adamana, from which the Painted Desert and Petrified Forests may be visited.

Few travelers will pass by Williams, for from here the branch line carries them northward to El Tovar at the brink of the stupendous Grand Canyon, which no pen, brush or camera has ever been able adequately to portray.

Beyond Williams a Santa Fé division may be followed from Ash Fork to Phoenix, the main line continuing on to the Colorado River and entering California at Needles.

EXPLORING THE DEATH VALLEY

By the Overland Route from Chicago to Omaha, thence to Cheyenne (or Denver by side trip) and to Ogden—over the Chicago and Northwestern and Union Pacific systems—still another unusual detour in the Transcontinental Trip through the Southwest is available.

Through scenes of wonder passes the new Death Valley motor-coach two-day side trip available to tourists traveling by the Los Angeles and Salt Lake route of the Union Pacific system.

Death Valley, in southeastern California, the lowest area in the Western Hemisphere, is a weird, mysterious desert 300 feet below sea level, lined by many-hued mountains, including the Funeral, Panamint and Avawatz ranges. Peril and tragedy attended its passage in pioneer days. Over its sands were strewn the bones of men and horses perishing from thirst or slain by Piute Indian attack.

While the temperatures in summer are insufferable, the climate from October to the middle of May is dry and invigorating, and during this season the valley may now be traversed in comfort by eleven-passenger motor-coaches similar to those in the Zion National Park service. Accommodations are provided at the new Furnace Creek Inn, built in the Spanish-Indian type of architecture, and commanding a panorama that includes Death Valley, the Panamints and the varicolored Funeral Mountains.

The Death Valley trip may be included in both west-bound and east-bound itineraries. Through Pullmans west or east bound by the Continental Limited are operated three days each week to Death Valley Junction, via Tonopah and Tidewater Railroad from Crucero. From Death Valley Junction tourists are taken to Ryan (fifteen miles) by gasoline motor-car over the Death Valley Railroad.

Here the motor-coach route begins. Unusual experiences await the tourist. The scenery of the valley's rim is disclosed and more than fifty miles of the valley's floor is traversed, with views of side canyons, lava coulées, buttes, salt marshes and desert flora.

Alighting from the motor-coach at Dante's View, atop the Funeral Range at a height of 6,000 feet, the vast panoramic spectacle of valley and surrounding mountains unfolds with a distant picture of Mt. Whitney's snowy crown.

Down upon the valley's floor one may see desert mirages and wondrous sand dunes.

Dec-11-1926

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Corpus Christi, Tex

Here is the Devil's Golf Course, an immense deposit of salt in a chaos of hummocks. Between Ryan and Furnace Creek Ranch are encountered the Travertine Springs, with swimming-pool and picnic grounds. Then there are the famous Borax Mines and ruins of the pioneer borax works a few miles north of the Inn. There is a visit to Furnace Creek Ranch, an irrigated garden spot in the desert near the Inn, where horses are available for saddle trips.

OTHER PATHWAYS TO THE SOUTHWEST

From New Orleans, Memphis and St. Louis, arms of the Missouri Pacific and connecting systems, including the Texas and Pacific, and Denver Rio Grande Western, provide steel highways to Galveston, San Antonio, El Paso, Santa Fé and other points of the Southwest.

CALIFORNIA FOR THE WINTER TOURIST

Whatever one's reason for traveling, whether for pleasure, curiosity or health, or with some idea as to a possible new home, business location or opportunity, California reigns supreme in its diversity of attractions—including the works of man and nature, climate, and living conditions.

California has within its borders the fairyland for which each of us longs in imagination, whether this be one of Health, Wealth, Happiness, or Comfort.

If, then, we are proposing to go "somewhere," even if we are only flirting with the thought of travel, possibly urged by a depressing and uncomfortable winter, let us see what, specifically, California has to offer. It must be kept in mind that it is no more possible to list or enumerate places or advantages of the Golden State, even if several entire issues of this magazine were used, than it is for a visitor to see all of California in several years of absorbing travel.

As a transitory tourist, yes, the State can be "done" in a season, in a month, or even in a few days; but residents and visitors of years are always finding new sources of wonderment.

This being America's winter season, the majority of travelers' thoughts turn to warmth, sunshine and flowers. These are found all along the coastal regions, of course, the mildest climate in southern California, around Los Angeles and San Diego, with hardly noticeable changes up to San Francisco and beyond. To call San Francisco, with its winter-blooming roses, "northern" is, however, an anomaly.

There are those who like at least some winter each year, and rather regret the thought of missing it entirely when seeking a warmer climate. For these California has also an unexcelled winter climate within her borders, which can be reached in a few hours, directly from localities of flowers, summer clothing and bathing—a degree of winter unknown to most Americans. We refer to a winter with a desirable intensity of cold and altitude, with a dryness and crispness not excelled by the oldest and most famous of Swiss mountain resorts and their famed winter sports.

Thus, once in California, one can choose not only his climate and diversions, but can alternate these within a few hours of deciding upon the change.

The warming water of the Japan current is the miracle of the Pacific Coast, which makes possible this climatic range within such short distances. This variety can be compared, on the Atlantic Coast, with the warmth of Florida on the south, and the cold of Canada on the north.

Again, because of this same Japan current, the climate of coastal California is equable during the entire year. Hence a "year-round" resident does not feel the urge to move because of extreme change of heat or cold, as is the case in the portions of the United States east of the Rockies. Back from the coast, in the higher mountain ranges, there are the usual changes of season, as in Yosemite National Park, where heavy winter is

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WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

succeeded by beautiful summer. From San Francisco, and from Los Angeles to Yosemite, is an almost incredibly short distance in time and space between summer and winter. This is a typical measure of the surprising proximity of extremes of climate within the State.

For the sake of consecutiveness, let us then touch on a few of the outstanding points of interest from South to North, always keeping in mind that the North does not mean cold weather in this marvelous State. An interesting illustration of this point is the fact that the first oranges of the season usually come from Oroville, which is north of San Francisco and Sacramento.

SOUTHERN TOURIST CENTERS

San Diego is the first city on the Pacific Coast in point of historic interest. Its beautiful bay was discovered in 1542, by Juan Rodriguez Cabrillo, a Portuguese navigator in the service of Spain. In 1602, Sebastian Viscaino, Spanish explorer, visited the bay and named it San Diego.

The first white settlement on the Pacific Coast, of what is now the United States, was established at San Diego, in 1769, with the founding of Mission San Diego, the first of the long chain of California missions, founded by Father Junipero Serra.

San Diego, aside from its historic interest, is noted chiefly for its scenic beauty, as exemplified in Balboa Park and Point Loma, and for its naval establishments. Balboa Park, in the very heart of the city, comprises 1,400 acres, and is one of the largest developed city parks in America. The site of the 1915 Panama-Pacific Exposition, it still has many of the old Exposition buildings, with several new ones, such as the Bridges Art Gallery. The older buildings contain museums of archeology, anthropology, natural history, fine arts, Indian and Oriental civilizations. The Zoological Gardens are the fourth largest in America, and rank second in variety of specimens. There are also numerous recreational facilities in the park, such as a municipal golf course, croquet and roque courts, tennis courts, the famous Pueblo Village for the Boy Scouts, and a Girl Scout camp.

The Spreckels open-air pipe organ pavilion in Balboa Park is probably one of the most far-famed attractions of the city. Here vesper organ concerts are held every afternoon of the year.

Point Loma, jutting out into the ocean, affords one of the finest views in the world. Ramona's Marriage Place, made famous by Helen Hunt Jackson's novel, "Ramona," is located in Old Town, the historic section of San Diego. La Jolla, a suburb of San Diego, is famous for its ocean cliffs and caves, and is an artists' colony of considerable note. Coronado, on the Island across the Bay from San Diego, is a fashionable resort. There are five beaches within the city limits of San Diego, besides Coronado and Tent City, adjoining Coronado on the Silver Strand.

Los Angeles and San Francisco are the two principal cities of the State of metropolitan size and consequence. Theaters, concert halls, stores, hotels and restaurants, for those primarily interested in pleasure, are not all that these communities boast. Their schools are unexcelled, and the tremendous factories and great business activities are at hand for those interested in the more serious aspects of life. Thus, one can live an outdoor life in a continuous holiday spirit and atmosphere, winter as well as summer, with all the advantages of a metropolis that has a million and more population.

Los Angeles and San Francisco are about 500 miles apart, but California is so organized with a particular view to the

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convenience and enjoyment of tourists, that liberal stopover privileges are permitted by the various traffic organizations.

Los Angeles is the center of life for Southern California, and it has a long list of attractions within itself, to say nothing of the many adjacent resorts. It has marvelous motion-picture palaces, probably the result of its contiguity to the center of the moving-picture industry. With its symphony orchestra, legitimate theaters, unique atmosphere of combined pleasure and large business activity and prosperity, Los Angeles has doubled its population in ten years, and continues to progress at a rapid rate. The Hollywood Bowl, with its frequent concerts and entertainments; the admirable public schools and art galleries, as well as truly superb concrete roads, are distinctive Los Angeles attractions. Numerous hotels, ranging from the moderate but comfortable to the luxurious, cater to every purse and taste. The city itself lies on a plateau between the mountains and the sea. It is surrounded by orange and lemon groves. Everywhere along the streets and roads a profusion of flowers and verdure is disclosed, subtropical and even tropical. Some of its highways extend to shoulders of the tremendous mountains, often snow-capped, that rise but a few miles from the city.

One of the adjacent cities, Pasadena, aptly called the "Rose City," is only twelve miles northeast. In its majestic mountain setting, Pasadena has some of the most palatial homes in the United States. The late Henry Huntington's residence at San Marino, with its art and library collections dedicated to the public, is world famous. The Annual Tournament of Roses, held here on New Year's day, typifies California's climate and attractiveness.

The heart of the orange belt is hereabouts, with Redlands, San Bernardino, Pomona and Riverside some of the more important towns. The famous Glenwood Mission Inn is at Riverside.

There are numerous beach resorts, all quickly and easily reached by near-by roads and fast trolleys from Los Angeles. They range in type from rivals of New York's Coney Island to quiet yet magnificent beach homes and clubs in the exclusive sections. For those who are fond of hunting and fishing, the State is a paradise. The larger ocean game fishing is centered around the famous Catalina Island, whose rugged terrain should be included in the California itinerary of every visitor.

Long Beach is about twenty miles from Los Angeles, and one of the largest beach cities of the Coast. The beach here is extensive. The adjacent oil fields, which have produced many millions, are within its limits, an interesting and novel sight.

Hollywood, headquarters of the motion-picture industry, is a part of Los Angeles and within a few minutes' trolley ride.

Following El Camino Real, one hundred miles north of Los Angeles, at a sharp turn in the coast line, the traveler enters Santa Barbara, whose beautiful shore is protected by the Santa Barbara Islands. Santa Barbara has the Spanish atmosphere and stands in a rugged and picturesque location with the immediately adjacent Santa Ynez Mountains dominating. Like Monterey, which is some 250 miles farther north, it is probably more Spanish than any other community, the modern buildings conforming to this type of architecture. Here one finds a multitude of recreations, with the usual golf, tennis and polo common to the State, and with a remarkable fishing channel, wild mountainous islands, horseback trails and famous motoring scenery. The city itself is alive with movement, is a prominent art center, and produces excellent theatricals in its beautiful theater.

At Santa Barbara is the largest and most famous of the missions, established in 1786. Of the numerous other missions up and down the coast, the oldest is at San Diego, and the next oldest at Carmel on the Monterey Peninsula. Then there is San Gabriel, fifteen miles from Los Angeles, and St. Francis of Assisi in San Francisco. They are all easily reached and the padres welcome visitors.

AT THE GOLDEN GATE

Numerous attractive towns, with coastal and mountain scenery, intervene before one comes to San Francisco.

This world-famous city, with its impressive harbor and Golden Gate, is the old-time gateway for the earliest settlers, most of whom came with the Gold Rush of '49. Primarily a business city, with its large transpacific traffic, the Pacific metropolis has in recent years taken up the encouragement of tourists. It is natural that the products of the fertile central valley of California should pass through this outlet. Here was the Mekka of the early gold millionaires, not only of California but of the adjacent States, and here they established their palatial homes, as did also the cattle, lumber and sheep barons, the railroad builders and developers of the Pacific Islands. With the coming of great wheat fields and tremendous fruit orchards, and of oil projects and increased ocean traffic, still greater wealth and commerce have been attained.

San Francisco's shops, hotels, restaurants and theaters are famous. The Universities of Stanford and Berkeley exchange their professors with such Eastern colleges as Columbia and Harvard, as well as those of Europe. One finds here the very highest class of schools and art galleries, a splendid symphony orchestra, and so on.

The city has a magnificent setting. It lies on a peninsula, surrounded by the blue Pacific on three sides, its great bay bordered by green hills and mountains. It now has a comprehensive system of tunnels and subways, which closely knit together an urban population that is among the very greatest in the world. This, together with advanced civic improvements, including three great public golf courses, a municipal bathing pool, one of the biggest in the world, all help to make this city wonderful. On every hand are to be found fine buildings surrounded by trees, open playgrounds and public schools, where boys and girls, in brilliant sunshine, develop healthy bodies and minds. Altho

CALIFORNIA NATIONAL PARKS AND MONUMENTS

Name	*Characteristics*	*Location*
Cabrillo	On Point Loma; commemorating discovery of California by Juan Rodriguez Cabrillo, 1542.	San Diego. San Diego & Arizona and Santa Fé.
Sequoia	Open remainder of year for winter sports to those bringing camp equipment.	Exeter or Visalia. Santa Fé and Southern Pacific.
General Grant	Preserves biggest of big trees. Open for winter sports to those bringing camp equipment.	Fresno, Sanger or Visalia. Santa Fé and Southern Pacific
Yosemite	Valley of world-famed natural charm, three groves of big trees, waterfalls, high Sierras. Valley areas open to winter visitors.	Merced, Southern Pacific and Santa Fé Systems, thence Yosemite Valley R. R. to El Portal.
Muir Woods	Preserving a noted grove of giant redwoods.	Ferry from San Francisco, thence Mt. Tamalpais & Muir Woods R. R.
Devils Postpile	Impressive hexagonal basaltic columns.	Laws, Southern Pacific, thence stage to Mammoth.
Lava Beds	Ice caves and historic site of Indian battleground.	Mount Hebron. Southern Pacific.
Pinnacles	Lofty spirelike formations, caves and natural wonders.	Soledad or Hollister. Southern Pacific.

ST·AUGUSTINE

Has all the charm of antiquity because of its being the oldest city in America, blended with the highest development of our modern refinement and social life, as expressed in its beautiful hotels, the PONCE DE LEON and the ALCAZAR; its golf courses and country clubs.

ORMOND

Has its world famous beach upon which automobile speed records have been made, and thousands have found more delightful surf bathing than at Hawaii or Lido. Here is the great HOTEL ORMOND with its beautiful stretches of the Tomoka River for boating, and scores of the most beautiful orange groves in Florida.

PALM BEACH

Endowed with natural beauty enhanced by lavish expenditures in landscape gardening. The NEW BREAKERS HOTEL and the ROYAL POINCIANA reflect in their luxurious appointments the prestige which makes Palm Beach society's winter stronghold. Its golf and country clubs, casinos and shops express the ultimate in excellence and taste.

MIAMI

The Magic City is one of the world's great winter playgrounds. "Magic" because of its rapid and well-planned growth and in its alluring winter climate. Here are numerous golf courses and bathing beaches of international repute. The ROYAL PALM is located in its own tropical park on the shores of beautiful Biscayne Bay yet almost in the center of Miami's activities.

LONG KEY
FISHING CAMP

Where the tarpon, kingfish, barracuda, sailfish and amberjack are at their fighting best is the Long Key Fishing Camp. Here the "yarners" come to win the real live fighting confirmation for their past summer's boasting. The CLUB HOUSE and cottages are in a great grove of cocoanut palms overlooking the sea.

KEY WEST

The southernmost city of the United States, the terminus of the world's most startling engineering feat, the 128 mile railway built over concrete viaducts and Coral Isles.—Key West is a place of mystery and romance. What more fitting setting for the exquisite HOTEL CASA MARINA, the final link in the long chain of the Florida East Coast Hotels System.

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De Luxe trains. Double tracked Jacksonville to Miami — all steel cars — oil burning locomotives—automatic block signals.

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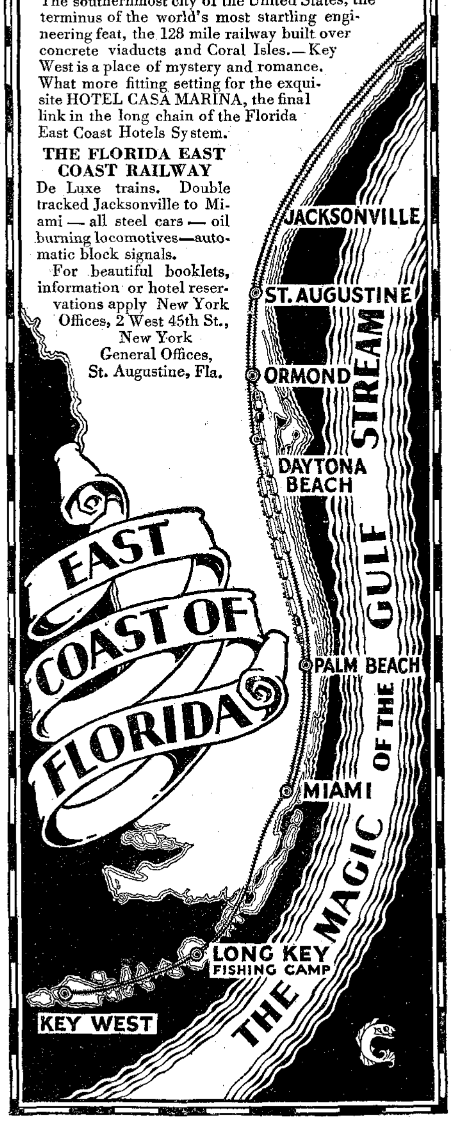

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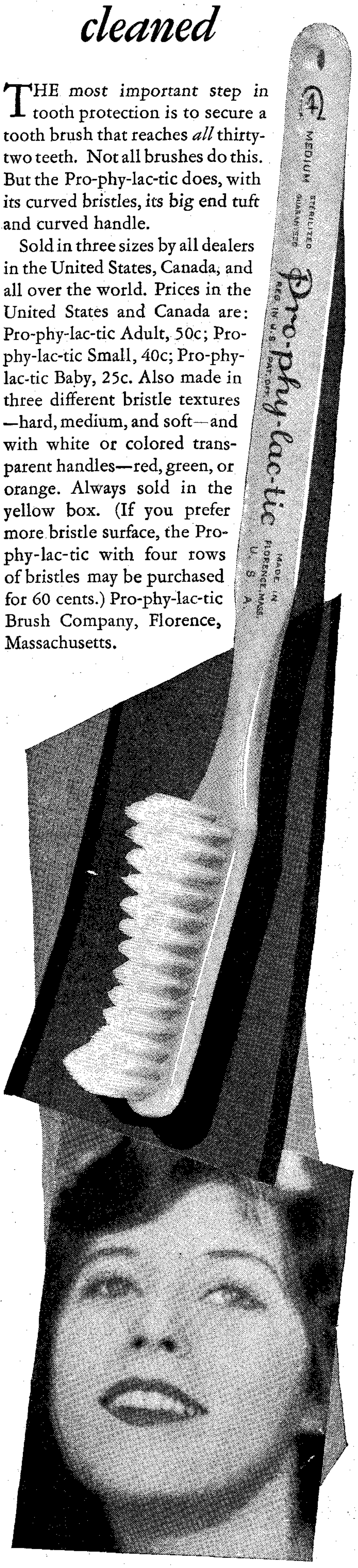
THE *most important step in* tooth protection is to secure a tooth brush that reaches *all* thirty-two teeth. Not all brushes do this. But the Pro-phy-lac-tic does, with its curved bristles, its big end tuft and curved handle.

Sold in three sizes by all dealers in the United States, Canada, and all over the world. Prices in the United States and Canada are: Pro-phy-lac-tic Adult, 50c; Pro-phy-lac-tic Small, 40c; Pro-phy-lac-tic Baby, 25c. Also made in three different bristle textures—hard, medium, and soft—and with white or colored transparent handles—red, green, or orange. Always sold in the yellow box. (If you prefer more bristle surface, the Pro-phy-lac-tic with four rows of bristles may be purchased for 60 cents.) Pro-phy-lac-tic Brush Company, Florence, Massachusetts.



WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

San Francisco has forty-one parks, it is constantly buying land for more. Who can foretell the future of such a city?

Oakland, another of California's active, progressive cities, is across the bay. By its side is Berkeley, seat of the University of California. At near-by Palo Alto is the Leland Stanford University.

In three and one-half hours one may reach the beautiful Del Monte, with its famous hotel. Here one may enjoy excursions to such places as Monterey, Pebble Beach and Carmel, the homes of many famous writers, artists, and sportsmen.

The giant redwoods of Muir Woods are close at hand, and running north from San Francisco is a region famed in story and picture.

Sacramento, famous not alone as the State capital, but also for its beautiful setting, was founded in 1839. Well-known Stockton, Fresno and San José lie in the fruit districts. Another famous city of the Great Valley is Bakersfield, with its oil development.

CALIFORNIA'S ANCIENT MISSIONS

Between San Diego on the south and Sonoma on the north they stand, "a day's walk apart," monuments to the bravery and self-sacrifice of the Spanish padres, well-preserved and some with the same bells whose tones were heard by their founder, Father Junipero Serra.

Name of Mission	*Year Founded*	*Located at or Reached from*
San Diego	1769	San Diego
San Luis Rey	1798	Oceanside
Pala	1818	Pala
San Juan Capistrano	1776	—Los Angeles —San Diego
San Gabriel	1771	Los Angeles
Los Angeles	....	Los Angeles
San Fernando	1797	Los Angeles
San Buena Ventura	1783	Ventura
Santa Barbara	1786	Santa Barbara
Santa Ines	1804	Las Cruces
Purissima	1787	Las Cruces
San Luis Obispo	1772	San Luis Obispo
San Miguel	1797	Paso Robles
San Antonio de Padua	1771	Jaton
Soledad	1791	Soledad
Carmel	1770	Monterey
San Carlos	1771	Monterey
San Juan	1770	Salinas
San José	1796	San José
Dolores	1776	San Francisco
Solano	1823	Sonoma

CALIFORNIA'S TRAVEL ROUTES

By land, water, and air, the attractions of California are made accessible to tourists. Every transcontinental rail artery reaches her borders directly or through connecting line. Entering southern California are the Sunset Route of the Southern Pacific System, and the Golden State Route of the Rock Island System, each providing optional trips through the famous Carriso Gorge; the Santa Fé Route, and the Union Pacific's Salt Lake-Los Angeles Route. The central gateways include the Ogden Route of the Southern Pacific System, and the Denver Rio Grande Western-Western Pacific's Feather River Canyon approach. California-bound traffic comes in over all the northern transcontinentals, including the Canadian National Railways; Canadian Pacific; Northern Pacific; Chicago, Milwaukee and St. Paul System; Burlington-Great Northern and Burlington-Northern Pacific; Union Pacific's Oregon Route by the Shasta Route of the Southern Pacific System. The all-water routes from the East, via Panama Canal, include those of the Panama Pacific Line; Panama Mail Steamship Line, and the Dollar Steamship Line. California's superb concrete highways permit the operation of numerous motor-coach routes, and this winter Portland and Los Angeles are to be linked by air service.

UNCLE SAM'S PARADISE IN THE PACIFIC

Strains of seductive island melodies wafted from pier to crowded ship's rail render the overture to Hawaii. A voyage of anticipation has ended; the spell of the Islands has begun. Smiling natives place leis of bright flowers over shoulders of debarking visitors; music, wreath and welcoming rite betoken Hawaii's romance, legend, beauty.

It is the land of a light-hearted native race whose passion is music; of soft trade winds rustling through royal palms; of climate seemingly designed for Eden; of natural wonders not found upon the mainland.

For here beneath the sea you may look upon coral-garden fairylands, while above the sea rises in rhythm a resonant geyser impelled by the surf. Walk upon a sandy dune and your footsteps produce the sounds of a barking dog. On the crest of earth's greatest crater you gaze spellbound upon the amazing spectacle of a fiery inferno. Motoring through forests of giant tree ferns or wandering among rock-painted canyons, embowered with luxuriant subtropical flora, you ask if this is reality or unreality.

"Naturally," as a writer in the San Francisco *Chronicle* expresses it, "Hawaii is the play tropics. It has," as this writer comments, "most of the beauty and none of the discomforts of the steaming latitudes." Tornadoes, fogs, poisonous plants or reptiles are unknown. Nature in Hawaii is lavish in her kindness and beauty.

Delicious fruits tempt the palate—the golden melon papaya; sweet and creamy coconuts; refreshing avocados; pineapples fresh from plantations; mangoes, figs, olives, and jelly from the native guava.

Gorgeous blooms delight the eyes—pink and golden cassias, oleanders; varicolored hibiscus in variety; stately bougainvilleas; flaming red poinsettias; the night-blooming cereus.

Shadowy forests, a million acres under reservation, unfold views of great banyans, giant koas (Hawaiian mahogany), coconuts and royal palms, sandalwoods, bread-fruits, lehuas and monkey-pods.

The great ocean gateway of all Pacific routes to this paradise is Honolulu. "It is the Orient without its squalor and dirt and disease," says Dorothy Dix in "My Trip Around the World." "It is the tropics without their devastating heat, their miserable food, their loathsome insects and reptiles. It is America with its progress and its physical comforts, its fine hotels and smart society, and without its mad hustle and rush, and, above all, it is Honolulu itself with its pervading charm, with its winds that are soft as a baby's kiss, with its midnight skies that are like black velvet pinned with diamond stars, with the beat of its surf on coral reefs and the tinkle of the music of steel guitars that is never quite out of the air."

There is temptation to linger at the coral-pink palace of the Royal Hawaiian Hotel, just outside the city proper, at the very feet of which foam the waters of world-famous Waikiki Beach, for centuries rendezvous for the native sport of surf-riding and outrigger canoeing. But beyond on this Island of Oahu are other allurements. Touring cars will whisk you over government roads around an eighty-five-mile circuit of the coast, a continuous scenic pageant including the Pali with its panoramic outlook; Haleiwa Coral Gardens; and skyline boulevard through mountain wonderlands. Then from beyond Oahu there comes over the water the call of other islands.

Overnight the interisland steamer will bear you to Hilo, "The Crescent City," metropolis of Hawaii, "the big island." From here fascinating trips radiate. By railway observation car you are taken over deep gorges, and past cataracts, promontories and seascapes of the picturesque Hamakua coast. By motor-car you glide through tree-fern forest, thence up and up through the Hawaii National Park, ascending the elevation of Kilauea, Mauna Loa's snow-capped cone, towering 13,000 feet above the sea, rising in the distance. Finally you arrive at the brink of Kilauea's stupendous crater and gaze downward upon an abyss "too wonderful for mere words to describe." Here in Halemaumau, "The House of Everlasting Fire," reigns Pelee, goddess of volcanoes, presenting at times a spectacle of fiery grandeur, fascinating and unforgettable; or again, a smoking, steaming pit, awesome and mysterious in its temporary quiescence.

On the way back to Honolulu the Island of Maui should be visited in order to see (and if time permits ascend) Haleakala, the world's greatest extinct volcano, inclosed in another section of the Hawaii National Park; to feast one's eyes upon the beauties of the Iao Valley, inspiration of artists, "a subtropical Yosemite," and visit plantations of pineapple and sugarcane. Here, too, of absorbing interest is Lahaina, ancient capital of the Hawaiians.

One hundred miles northwest of Honolulu lies Kauai, "The Garden Isle," surmounted by Mount Waialeale. Crowded within its five hundred square miles are attractions in variety, including old-time villages and temples; the Spouting Horn of Koloa geyser; Barking Sands of Nohili; colorful Waimea Canyon; Haena Caves; and superb bathing beaches at Hanalei Bay.

Outdoor sports and pastimes which may be enjoyed in Hawaii's ideal winter climate include golf, bathing, motoring, fishing, tennis, surfing, polo, football, hunting, mountain climbing, saddle trips.

A new era of transportation between the mainland and Hawaii began last fall with the arrival at Honolulu, on her maiden trip, of the twenty-two-knot express passenger steamship *Malolo*, flagship of the Matson Navigation fleet. At the time of her launching the largest and fastest passenger vessel built in an American yard, *Malolo* has clipped almost three days from the San Francisco-Honolulu 2,080-mile passage. In conjunction with fast transcontinental rail schedules this means that Honolulu has been brought within nine days of New York. The creation of William Francis Gibbs, *Malolo* represents the latest word in steamship safety and luxury.

Another evidence of the rapid increase in travel between Hawaii and the mainland is the recent addition of the 21,000-ton liner *City of Honolulu* to the fleet of the Los Angeles Steamship Company, a luxuriously appointed vessel making the voyage between Los Angeles and Honolulu in five and one-half days. With three steamships now included in its fleet, sailings are afforded three Saturdays out of every four.

Weekly sailings from San Francisco, and sailings at intervals of six weeks from Seattle, are made by the Matson Navigation Company's fleet. The same company's Oceanic Steamship Line between San Francisco, the South Seas and Australia provides calls in each direction at Hawaii every three weeks. Alternate sailings of each line include service beyond Honolulu to Hilo and to Kahului, Island of Maui. Two divisions of the Dollar Steamship Line—the Trans-Pacific and Around-the-World—call at Honolulu on trips to and from San Francisco.

Stop-over privileges at Hawaii for through passengers are offered by the Nippon Yusen Kaisha in its fortnightly sailings between San Francisco and the Orient.

Honolulu is also a port of call for steamships of the Canadian Australasian Royal Mail Line, sailing between Vancouver, Victoria, the South Sea Islands, New Zealand and Australia.

We have disclosed only a few Hawaiian treasures. From the Hawaii Tourist Bureau, through its Honolulu or San Francisco offices, or from the above-mentioned lines, further details, travel suggestions and rates may be obtained.

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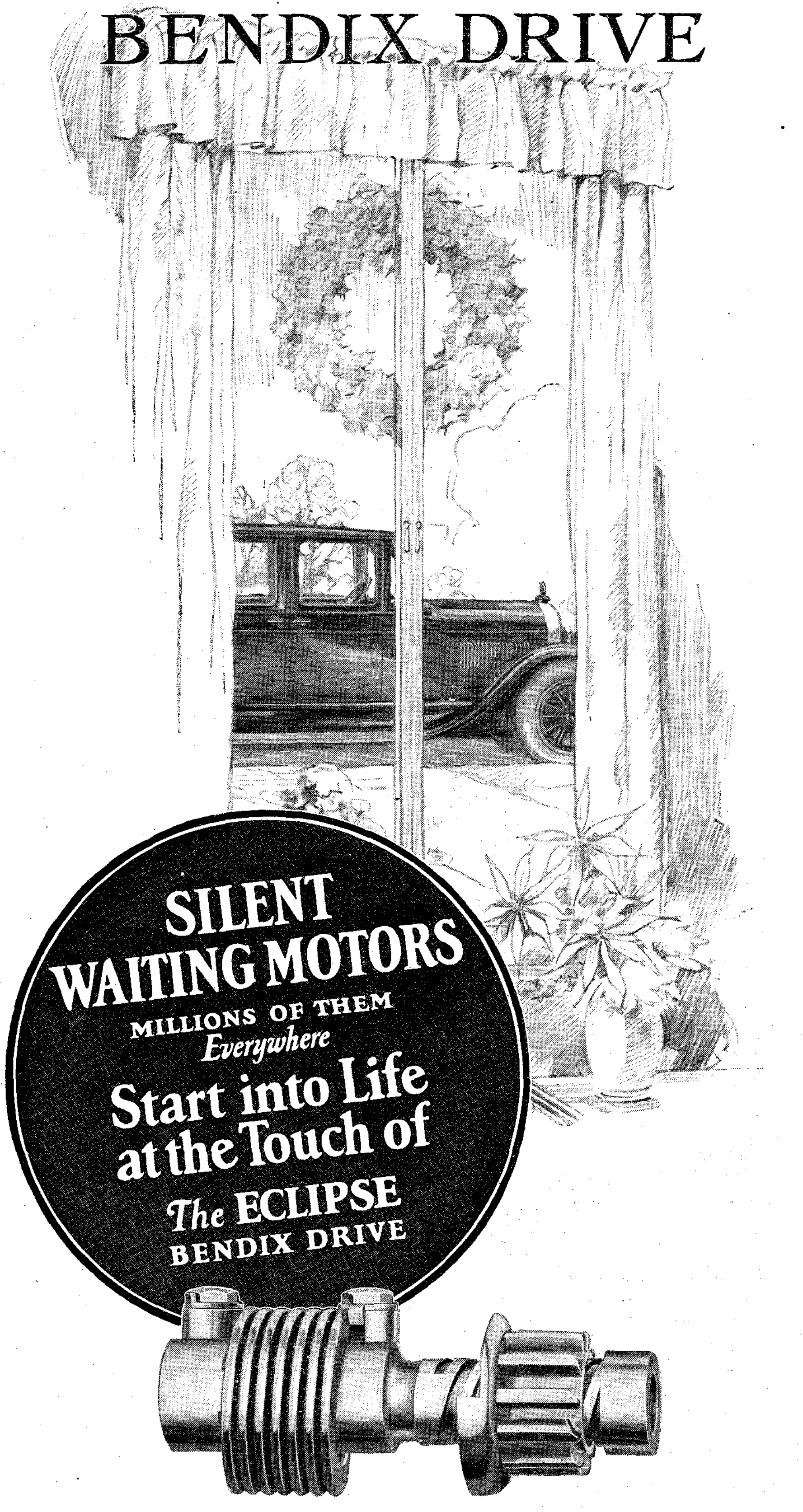

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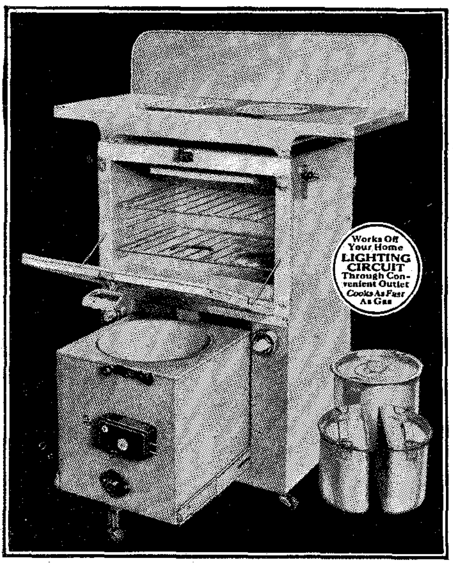

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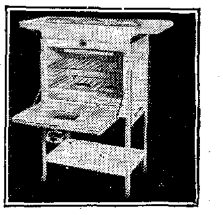
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Soothes and Heals Rashes and Irritations

Cuticura Soap Keeps the Skin Clear

WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

ROMANTIC ISLES OF THE SOUTH SEAS

"Sea enshrined" they rise behind coral necklaces, silvery beaches edging blue waters, tropic breezes swaying fronds of their coconut palms, romantic native races celebrating ancient rites and pageants, the very atmosphere casting a spell upon the visitor. Four main groups may be visited by tourists—the Society Islands, including Tahiti; the Cook Group, including Rarotonga; the Samoan series, including Tutuila, Apia, etc., and the Tongan archipelago. Each has varied attractions. Over Papeete, seat of the Tahiti government, flies the tricolor of France, the gay little capital being a blending of France and Polynesia. Rarotonga is under control of the British Dominion of New Zealand, Avarua being the main port. Westward lie the Samoans, the Stars and Stripes flying over Pago-Pago, harbor of Tutuila, American Samoa. Southwest of Samoa the Tongas rise from the sea, Tongatabu, "Sacred Tonga," of coral origin, their largest member. Still farther west the flag of Britain flutters above the Fijis at Suva, capital of this Crown colony.

It is from Suva that the fascinating inter-island trip originates, taking Stevenson pilgrims to Apia to visit Vailima, the great writer's home, where they may pause before his grave on the summit of Mount Vea. Beyond these islands steamship lanes of the South Seas lead to Auckland and Wellington, New Zealand, and to Sydney, Australia. Three trans-Pacific routes extend from North America to the Antipodes, all intersecting Hawaii. From Vancouver the Canadian Australasian Royal Mail Line serves Fiji, Auckland and Sydney; from San Francisco the Oceanic Steamship Line of the Matson Navigation Company goes to Samoa, Fiji and Sydney; The Union Steamship Company of New Zealand from San Francisco to Tahiti, Rarotonga, Wellington and Sydney.

Comprehensive tours embracing the South Sea Islands, New Zealand, Australia and the Orient are offered by these lines, and among others by the Pacific Tours Limited of San Francisco, and side trips from Singapore to Java by the Royal Navigation Company.

NEW ZEALAND, LAND OF NATURE'S BOUNTY

"Lakes, fiords, waterfalls, mountains, glaciers; volcanoes, active and extinct, geysers, fumaroles, boiling springs; caverns lighted by glow-worms; the best fishing in the world, and magnificent big-game shooting—these are the chief tourist attractions of New Zealand," says one writer. "But by no means the only ones! Here is a land of sunshine, tempered by cool breezes; a land of streams, of hills, of smiling valleys and fertile plains; a pastoral land, 'flowing with milk and honey'; a land of green forests, white beaches, and blue bays."

New Zealand consists of two main geographical divisions, North Island and South Island, separated by Cook Strait, about fifty miles wide. Auckland is the chief port of North Island and largest city of New Zealand. South of Auckland, in the interior, is the famous Rotorua Thermal region with innumerable mineral springs, geysers, lakes, mud volcanoes and steam vents. Other tourist attractions include the Waitomo Caves, Wanganui River, and Tongariro National Park. Wellington, capital of New Zealand, faces a broad bay of Cook Strait at the southern tip of the island. Frequent steamer service is available across the strait to South Island (fifty-three miles), thence by rail or motor to Christchurch, capital of this province, noted for its race meetings and surf bathing beaches. Christchurch is the base for trips to the scenic Southern Alps, Mount Cook, or Aorangi, their highest peak, towering more than 12,300 feet above the sea. Glaciers, cataracts, lakes and streams abound. Mountain climbing is in favor. In the lower half of the island lies the charming Southern Lakes country, the largest lake occupying 132 square miles. On the south coast are numerous picturesque fiords, including Milford Sound, reached by "the finest walk in the world." Every form of outdoor sport is available in New Zealand.

Trans-Pacific service to New Zealand and Australia is provided by the Canadian Australasian Royal Mail Line from Vancouver, and the Union Steamship Line from San Francisco; and to Sydney, Australia, by the Oceanic Steamship Line (Matson Navigation Company) from San Francisco.

AUSTRALIA'S TOURIST ATTRACTIONS

Volumes could be written on the tourist attractions of Australia, a continent approximating in area the United States. Here we may give only the high lights. The six capitals of Australia's six States are modern cities of unusual interest. From each extend trips to points of scenic charm. Sydney, capital of New South Wales, "offers unending entertainment in its magnificent scenic waterways, its surfing beaches, its public gardens, parks and national collections," says the official booklet of the Australian Railways Commissioners. "There are museums and libraries, the splendid National Art Gallery, the Zoological Gardens, and uncountable harbor, river and ocean beach resorts of indescribable beauty and extraordinary allurements. No city in the world is more charmingly situated to excite the interest of tourists."

Rail lines radiate north, west and south, penetrating the Great Dividing Ranges or skirting the coastal glories. Among natural wonders of New South Wales are the Bulli Pass, Southern National Park, Hawkesbury River, Blue Mountains and Jenolan Caves. Northward from Sydney is the route to Brisbane, capital of Queensland, located on the Brisbane River, fourteen miles from its mouth. The coast scenery of Queensland is impressive and a steamer trip along the palm forested Great Barrier Reef is an enthralling experience. South of Sydney lies Victoria, with Melbourne its capital, on the Yarra River near King Phillip Bay, one of Australia's most imposing cities. Watering places, race-courses, lakes and mountain scenery, including the snow-capped Alps, offer tourist inducements. South Australia has a bay-indented coast line of 1,500 miles, with Adelaide, "The City Beautiful," for capital. Fashionable beaches and inland waterfalls and ranges offer numerous side trips. From Adelaide the transcontinental rail route leads westward across the continent to Perth, capital of Western Australia, a land rich in mineral resources, forests, caverns and attractive coast scenery. The transcontinental journey takes the traveler from the thickly populated provinces through the black-oak country, limestone plains, strewn with fragments of meteorites, forested granite plateau, gold fields and pastoral regions of the West Coast. South of Victoria, 140 miles, lies the garden island of Tasmania, with charming Hobart the capital.

The national sport of Australia is horse-racing, the national game cricket.

AN ALLURING PATHWAY TO THE ORIENT

Tourists desiring to explore somewhat unbeaten but none the less fascinating travel pathways may voyage northward of Australia to colorful islands and lands of the Orient. One route is inside the Great Barrier Reef of the Coral Sea, traversing Torres Strait, entering the pearling waters of Thursday Island, thence to the Java Sea, visiting Java, "The Garden of the East." Beyond lies Sumatra and then Singapore, crossroads of steamship routes west to Europe via Colombo and Suez, east to the United States via China, Manila, and Japan.

IN THE REALM OF NORTHERN WINTER SPORTS

Devotees of northern winter sports will find an unusually full program this winter.

At Lake Placid and Saranac, in the balsam-laden air of the Adirondacks, elaborate events are scheduled.

The famous "Sno Birds" organization of the Lake Placid Club will continue its active program of winter sports for all at this charming resort. The period from December 26 to February 22 is filled with winter sports events.

"At Saranac," says the Syracuse *Post-Standard*, "as in former years, the Fontiac Rink in River Street will be the center of attraction this season.

"Saranac Lake's winter-sports season usually gets under way around the first of the year, when ice conditions are excellent for the promotion of many ice events. Greatest of these is the national and international speed skating races, which bring to this region some of the fastest skaters in the world for competitive events."

Each winter increasing numbers of winter visitors flock to New England.

February winter-sports carnivals are planned in over twenty towns and cities of New Hampshire. New England dog-sled races also feature the month.

The University of New Hampshire will hold its winter carnival on February 17 and 18.

Throughout the State of Maine, winter sports are popular and numerous contests are scheduled.

The winter-sports season in Canada, both in the East and West, promises to be the most brilliant in years.

In the East it opens with the Christmas and New Year's festivities at the Château Frontenac, Quebec. This quaint fortified city of New France is a delightful setting for skiing on historic sites; bob-sledding on the city walls; skating on the Château Frontenac rink, and tobogganing on Dufferin Terrace, overlooking the majestic Saint Lawrence River; and other diversions typical of winter sports, including snowshoe tramps across the Plains of Abraham and to Montmorency Falls.

The Eastern International Dog-Sled Derby is one of the outstanding events of the winter season at Quebec. The course, 120 miles, is covered in three days, and the races are held the last week in February. The Fête de Nuit is the most spectacular event of the season.

Montreal is planning to stage a stirring winter carnival centering about her noble crown, Mount Royal. Down its slopes one may toboggan at a mile-a-minute clip. Old-fashioned sleighrides behind jingling bells, dog-sleigh rides, hockey games, snow-shoe and ski trips and contests, fill the winter-sports gala time.

Winter-sports headquarters are located in the Mount Royal Hotel, where all necessary paraphernalia, guides and instructors may be obtained by out-of-town visitors.

The winter season in the Canadian Rockies begins at Banff, Alberta, as soon as the weather warrants, for there the winters are not too cold, yet with sufficient frost and snow to be ideal for sports. The Banff Winter Carnival dates are February 4 to 11. The dog derby is run during that week, from Calgary to Banff.

The sports at Revelstoke, west of Banff, are held the third week in February.

Colorado, with the aid of smiling skies, knows no rigid calendar of winter sports.

The Colorado Mountain Club has an annual sport festival in the snow-clad Rockies in Rocky Mountain National Park, early in March, while cross-country races on snow-shoes or skis are special features in connection with the winter-sports program, in Estes Park, Denver, Dillon, Steamboat Springs, Montrose, Hot Sulphur Springs, Leadville, Boulder, Colorado Springs, and many other places.

Denver has ski-jumping and tobogganing courses a little more than an hour's ride from the city, on Genessee Hill, in its system of Mountain Parks.

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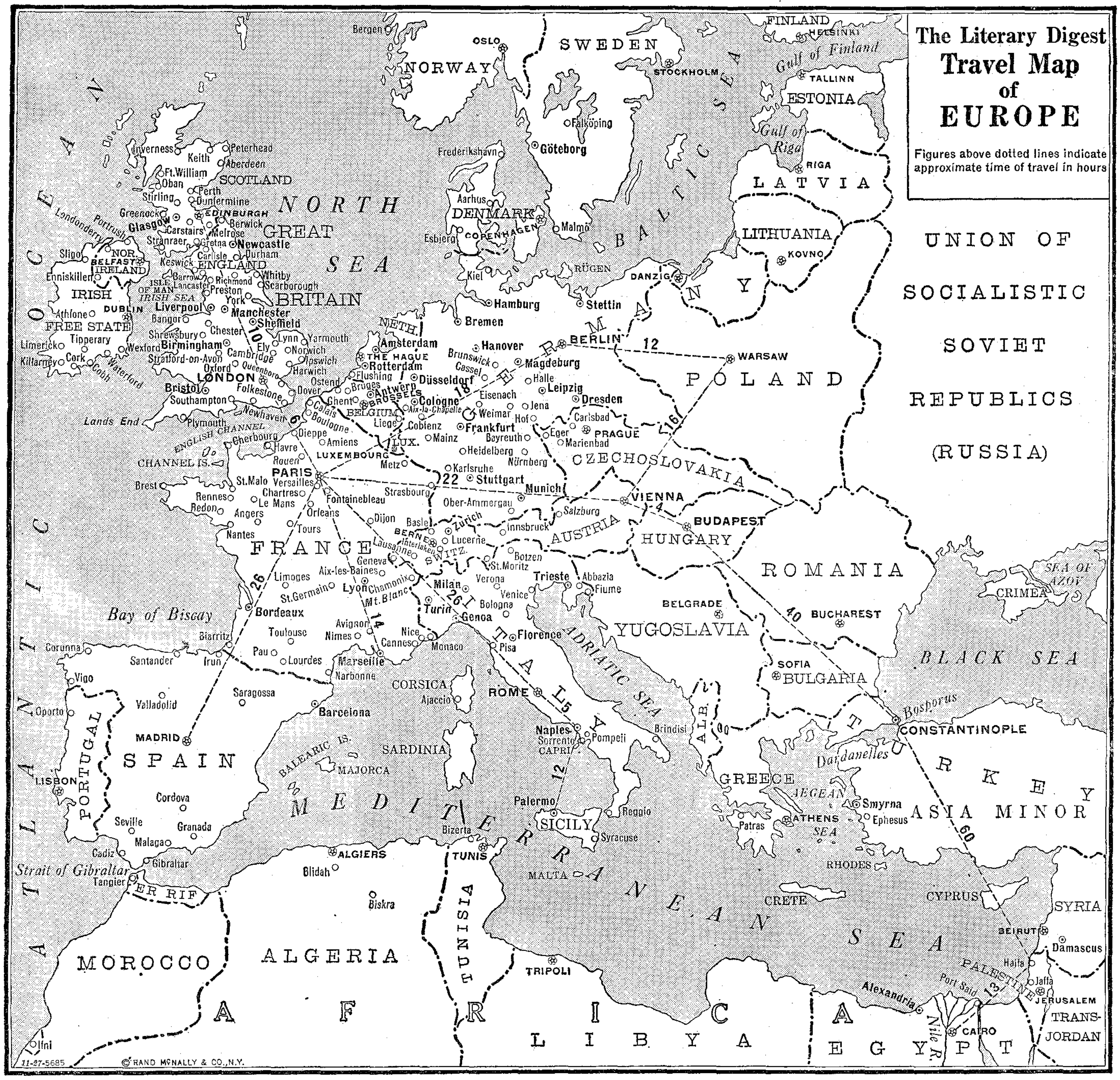
The Literary Digest
Travel Map
of
EUROPE
Figures above dotted lines indicate approximate time of travel in hours
ATLANTIC OCEAN
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SWEDEN
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ESTONIA
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LITHUANIA
UNION OF SOCIALISTIC SOVIET REPUBLICS (RUSSIA)
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BALTIC SEA
Gulf of Finland
Gulf of Riga
DENMARK
SCOTLAND
NOR. IRELAND
IRISH FREE STATE
IRISH SEA
ENGLAND
GREAT BRITAIN
NETH.
BELGIUM
LUX.
GERMANY
POLAND
CZECHOSLOVAKIA
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HUNGARY
ROMANIA
SWITZ.
FRANCE
Bay of Biscay
SPAIN
PORTUGAL
ITALY
YUGOSLAVIA
BULGARIA
ALB.
GREECE
TURKEY
ASIA MINOR
BLACK SEA
SEA OF AZOV
CRIMEA
ADRIATIC SEA
AEGEAN SEA
MEDITERRANEAN SEA
CORSICA
SARDINIA
SICILY
MAJORCA
BALEARIC IS.
MALTA
RHODES
CRETE
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SYRIA
PALESTINE
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Strait of Gibraltar
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LIBYA
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ENGLISH CHANNEL
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HELSINKI
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KOVNO
Bergen
Göteborg
Falköping
Frederikshavn
Aarhus
Esbjerg
COPENHAGEN
Malmö
Kiel
RÜGEN
DANZIG
Hamburg
Stettin
Bremen
BERLIN
WARSAW
Hanover
Amsterdam
THE HAGUE
Rotterdam
Brunswick
Magdeburg
Cassel
Halle
Leipzig
Dresden
Düsseldorf
Cologne
Antwerp
BRUSSELS
Ghent
Bruges
Ostend
Flushing
Calais
Boulogne
Liege
Aix-la-Chapelle
Coblenz
Eisenach
Jena
Weimar
Hof
Carlsbad
Eger
Marienbad
PRAGUE
Frankfurt
Mainz
Bayreuth
Heidelberg
Nürnberg
Karlsruhe
Stuttgart
Munich
Ober-Ammergau
Salzburg
Innsbruck
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Chartres
Le Mans
Orleans
Tours
Rennes
Redon
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Nantes
St.Malo
Brest
Cherbourg
Havre
Dieppe
Rouen
Amiens
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Basle
Zurich
BERNE
Lucerne
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Lausanne
Geneva
Botzen
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Aix-les-Baines
Chamonix
Mt.Blanc
Lyon
Limoges
St.Germain
Bordeaux
Avignon
Nimes
Toulouse
Biarritz
Pau
Lourdes
Marseille
Narbonne
Nice
Cannes
Monaco
Milan
Turin
Verona
Venice
Trieste
Abbazia
Fiume
Bologna
Genoa
Florence
Pisa
ROME
Naples
Sorrento
CAPRI
Pompeii
Brindisi
Palermo
Reggio
Syracuse
Ajaccio
BELGRADE
BUCHAREST
SOFIA
CONSTANTINOPLE
Bosporus
Dardanelles
Smyrna
Ephesus
ATHENS
Patras
BEIRUT
Damascus
Haifa
Jaffa
JERUSALEM
Port Said
Alexandria
CAIRO
TRIPOLI
TUNIS
Bizerta
ALGIERS
Blidah
Biskra
Tangier
Gibraltar
Cadiz
Malaga
Granada
Seville
Cordova
MADRID
LISBON
Oporto
Vigo
Corunna
Santander
Irun
Valladolid
Saragossa
Barcelona
Ifni
Inverness
Keith
Peterhead
Aberdeen
Ft.William
Oban
Perth
Stirling
Dunfermline
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Greenock
Glasgow
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DUBLIN
Athlone
Limerick
Tipperary
Wexford
Killarney
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WINTER PLAYGROUNDS ABROAD

From winter sports at Oslo to surf bathing at Capetown; from the Old Head of Kinsale to Mount Fujiyama, foreign playgrounds beckon. We now give brief glimpses of these travel and recreation objectives.

ENGLAND AND SCOTLAND—ANGLO-SAXON LAND

For the winter visitor nature may not reveal the summer charm of England's countryside, but the interest of her historic shrines, noble cathedrals and famous cities endures through all seasons. London, with its Westminster Abbey, Tower, Houses of Parliament, St. Paul's Cathedral, British Museum, is a city of universal interest. Near by are Windsor Castle, Hampton Court Palace, and scores of other suburban attractions. Essential to the tourist's itinerary are England's cathedral towns, including among others Canterbury, York, Lincoln, Gloucester, Peterborough, Norwich, Ely, Wells, Salisbury, Winchester, Durham. In the midlands is the Shakespeare Country, with Warwick's Saxon Castle, Kenilworth Castle, and Stratford-on-Avon. England's university cities should be visited. Oxford is only fifty miles from London and about the same distance from Stratford-on-Avon by road through the village of Broadway over the battlefield of Eversham. Cambridge is about sixty miles from London. Both cities figured in the great Civil War that left the people in ascendency and erected the Commonwealth.

Across the northern border Scotland unfolds fascinating pages of history, romance, literature and scenic wonder. Memories tragic and romantic cluster about the Scottish capital, Edinburgh, with its Holyrood Palace, St. Giles's Church and venerable University. Here passed the colorful pageant of Mary Queen of Scots, of John Knox, of Burns and many other illustrious actors in the drama of the past. At St. Andrew's the golfer may visit the home of his sport. Melrose Abbey and Abbotsford in the Land of Scott attract art and literary pilgrims. From busy Glasgow in the Clyde country Loch Lomond and the Trossachs invite the traveler. Impressive scenery is also disclosed in the Western Highlands and Aberdeenshire of Byron memories at Aberdeen, "The Granite City," between the rivers Dee and Don. Convenient access to these and countless other places in England and Scotland is provided by either the London and Northeastern, the Great Western, or the London, Midland and Scottish Railway systems. Principal transatlantic ports include Liverpool, Southampton, Plymouth, Bristol, London, Glasgow.

Lines reaching one or the other of these ports include Canadian Pacific Steamships, Cunard Line, White Star Line, Leyland Line, French Line, North German Lloyd, United States Lines, Red Star, Holland-America Line, Hamburg-American, Atlantic Transport and Anchor Line.

IRELAND—LAND OF SCENERY AND ANTIQUITY

"Scenery, antiquities and sport—this is an epitome of Ireland's attractions for the tourist," says a statement of the Irish Tourist Association of Dublin, especially prepared for THE LITERARY DIGEST. "It is the omnipresence of beauty in nature that distinguishes the Irish countryside, and gives a holiday in Ireland a peculiar charm. A journey in any part, by train or automobile, reveals constantly changing and ever interesting vistas of natural beauty."

CHARMS OF THE IRISH FREE STATE

"In the highlands of Donegal, in the wild, rugged and lake-studded projection into the Atlantic, which forms Connemara and West Mayo, in the rolling ranges of West Cork and Kerry and the group of hills below Dublin, the capital, there is scenery unrivaled in Europe. Ireland was inhabited from the earliest times, and throughout the country are innumerable neolithic remains—sepulchral and memorial. Later the Celts came and developed a civilization and culture, evidence of which astonishes the visitor to the National Museum and to the sites of the ecclesiastical settlements at Glendalough in Wicklow, at Killaloe in Clare, at Cashel in Tipperary. The Anglo-Normans built their castles and monasteries, and examples of their lasting work is found at Holycross in Tipperary, Dunbrody in Wexford, Bective in Meath, Jerpoint in Kilkenny, and in Sligo. In sport, the Irish hunter and the Irish chase are famous through the world, while innumerable rivers afford inexpensive and productive angling in delightful surroundings. Golf, motoring, yachting complete the major attractions of Ireland."

ASSOCIATIONS AND SCENES OF ULSTER

"America must ever have kindly associations with Northern Ireland (or Ulster), for in the eighteenth century the torrent of emigrants from Ulster gave America industrious settlers, intrepid pioneers and the backbone of Washington's Army," to quote from a statement prepared by the Ulster Tourist Development Association for The Literary Digest. "The roll of presidents, too, is rich in Ulster blood: Andrew Jackson, James K. Polk, Andrew Johnson, Chester A. Arthur, William McKinley, Woodrow Wilson, were all descendants of Ulster stock. Ulster, however, boasts of its great industries—the largest shipyard in the world, the largest tobacco works, the largest linen mill, the largest whisky distillery, are all located there, while from a scenic point of view it can have few rivals. Lough Neagh, the largest fresh-water lake in the British Isles, is in the center of the Province; Lough Erne, with an islet for every day in the year, is in the south, and the Giant's Causeway—one of the wonders of the world—is in the extreme north, close beside one of Ulster's two Championship Golf Courses."

The principal transatlantic ports of Ireland are Cobh (Queenstown), Belfast and Londonderry, served by the Cunard Line, the Royal Mail Line and the White Star Line. Numerous steamship services connect Ireland and England at the Irish ports of Londonderry, Belfast, Drogheda, Dublin, Rosslare, Waterford, Cork, and Larne. Railway service is provided by the Great Northern and Great Southern Systems.

FRANCE—YEAR-ROUND HOLIDAY LAND

"From the wave-swept strands of Normandy to the fashionable centers on the Riviera, it is an all-the-year-round holiday land," says Edwin Robert Petre in "When You Go to Europe." "Tourists always flock to the cities in France: to Bordeaux with its cobwebbed vintages, to Lyons with its Alps panorama from Fourviere, to Marseilles with its fine fortified harbor and Isle of If, to Avignon and the palace of the Popes, to Grenoble and its excursion to the Grande Chartreuse, to Orleans and Joan of Arc, to Nimes with its Roman remains, to Biarritz and Deauville for the most modern attractions of the leisure-loving, and to Paris, the French universe, with its Tuileries, Champs Elysées, the Notre Dame, the Sorbonne, the Madeleine, the Eiffel Tower, the Montmartre, the Louvre, and its famous environs from Versailles and Fontainebleau to St. Cloud and St. German. . . .

"Its Gothic cathedrals are famous all over the world. Great anthems in stone these—Senlis, Noyon, Laon, Sens; Notre Dame of Paris, begun in 1163; Chartres of the gorgeous windows; Reims, Tours, Strasbourg, Le Mans, Soissons, Orleans, Poitiers, Auxerre, Albi with its battlements, Beauvais with its vast vault; these have been the centers of French community life for centuries. . . . The famous "Azure Coast" of the Riviera has its jeweled chain of resorts, Hyères, Cannes, Grasse, Antibes, Nice, Beaulieu, Monte

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WHEN YOU ARE ABROAD

News from home is always eagerly sought for by Americans abroad. A Literary Digest subscriber interestingly expresses herself on this subject as follows: "The Digest is arriving every week like some old friend with a budget of news and jokes—and the joy depicted in the faces of homesick tourists when I ask if they would care to see the last Digest would warm a heart of stone." You too will want The Literary Digest when abroad. It is on sale at Funk & Wagnalls Company's office, 14 Salisbury Square, *London, and at bookstores and news-stands* throughout Europe.

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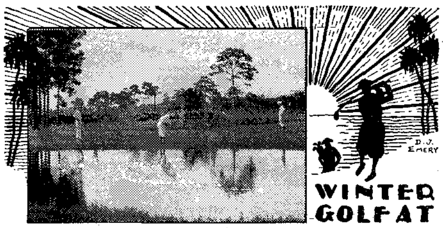

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WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

Carlo and Mentone; while every variety of mountain scenery is found among the gently wooded slopes of the Ardennes, the snowcaps of the French Alps, or the Pyrenees in the mysteriously beautiful Basque lands.

"The 1914–1918 battle-fields are sought by many to-day, and these can be seen beginning with Artois and the Somme, the Ridge of Vimy, Peronne and Saint-Quentin, the Valley of the Marne, Chemin des Dames, Noyon to Rheims, the deep woods of Argonne, the plain of Woevre, and the hill crests of the Vosges to Verdun. Most of the transatlantic steamship lines call at French ports, either at Cherbourg, Boulogne, Havre, or Bordeaux."

DIRECTORY OF WINTER AND EARLY SPRING CRUISES FROM THE PORT OF NEW YORK

Route	*Auspices*	*Steamship*	*Sailings*	*Duration*	*Cost*
WEST INDIES. CARIBBEAN	Cunard & Anchor	Franconia	Dec. 20	15 days	$200 up
	Hamburg-American	Reliance	Dec. 17	16 days	$200 up
	Raymond & Whitcomb	Columbus	Dec. 22	16 days	$250 up
	Hamburg-American	Reliance	Jan. 7	15 days	$200 up
	James Boring	Megantic	Jan. 17	22 days	$320 up
	Cunard & Anchor	California	Jan. 21	31 days	$300 up
	Hamburg-American	Reliance	Jan. 25	27 days	$300 up
	Canadian Pacific	Montroyal	Jan. 26	29 days	$300 up
	Holland-America	Veendam	Jan. 28	16 days	$230 up
	Raymond & Whitcomb	Samaria	Jan. 28	30 days	$400 up
	White Star	Calgaric	Feb. 4	22 days	$250 up
	Raymond & Whitcomb	Columbus	Feb. 9	25 days	$400 up
	James Boring	Megantic	Feb. 11	22 days	$320 up
	Holland-America	Veendam	Feb. 15	28 days	$385 up
	Hamburg-American	Reliance	Feb. 25	27 days	$300 up
	Raymond & Whitcomb	Samaria	Feb. 29	31 days	$400 up
	Raymond & Whitcomb	Samaria	Mar. 31	17 days	$250 up
WEST INDIES, CENTRAL AMERICA	Cunard & Anchor	California	Feb. 25	31 days	$300 up
	Canadian Pacific	Montroyal	Feb. 29	29 days	$300 up
	Red Star	Lapland	Feb. 29	33 days	$450 up
	White Star	Calgaric	Mar. 3	22 days	$250 up
	Holland-America	Veendam	Mar. 17	16 days	$230 up
	Hamburg-American	Reliance	Mar. 28	16 days	$200 up
Porto Rico, San Domingo	Porto Rico Line	San Lorenzo Coamo	Weekly	11 days	$160 up
Havana	Ward Line	Orizaba Siboney	Weekly	10 to 17	$160 to $215 up
Miami, Havana, Bermuda	Clyde Line	Shawnee	Dec. 20	11 days	$150 up
	Clyde Line	Iroquois	Dec. 27	11 days	$150 up
Florida, West Indies, Bahamas	Eastern S. S. Lines	Yarmouth	Fortnightly	13 days	$135 up
Regular Sailings to West Indies, Central America, etc.					
West Indies, Canal Zone, Costa Rica	United Fruit Co.	United Fruit Fleet	Weekly	22 days	$315 up
West Indies, Honduras, Guatemala	United Fruit Co.	United Fruit Fleet	Fortnightly	24 days	$315 up
West Indies, Canal Zone, Colombia	United Fruit Co.	United Fruit Fleet	Weekly	22 days	$315 up
Also Weekly Guatemala; Guatemala—Havana; Havana—Canal Zone. Cruises from New Orleans					
Note: Sailings to Bermuda are made by the Furness Bermuda Line and the Royal Mail Steam Packet Line.					
SOUTH AMERICA	Lamport & Holt	Vandyck	Jan. 21	60 days	$995 up
SOUTH AMERICA, AFRICA	Canadian Pacific	Empress of France	Jan. 24	104 days	$1,500 up
	Holland America	Volendam	Feb. 4	97 days	$1,500 up
Note: South American Tours are conducted by Raymond & Whitcomb, Thomas Cook & Son and Grace Line.					
"ROUND AFRICA"	Raymond & Whitcomb	Laconia	Jan. 14	80 days	$1,250 up
MEDITERRANEAN	White Star	Adriatic	Jan. 7	46 days	$695 up
	French Line	France	Jan. 7	28 days	$550 up
	Fabre Line	Canada	Jan. 10	43 days	$545 up
	White Star	Laurentic	Jan. 16	46 days	$695 up
	Thomas Cook & Son	Homeric	Jan. 21	67 days	$1,000 up
	Raymond & Whitcomb	Carinthia	Jan. 21	67 days	$1,000 up
	Frank Tourist	Scythia	Jan. 25	65 days	$950 up
	Clark	Transylvania	Jan. 25	65 days	$600 up
	Holland-America	Rotterdam	Feb. 2	71 days	$955 up
	Fabre Line	Providence	Feb. 2	38 days	$545 up
	Canadian Pacific	Empress of Scotland	Feb. 4	73 days	$900 up
	James Boring	Doric	Feb. 8	62 days	$690 up
	French Line	France	Feb. 8	28 days	$550 up
	Cunard & Anchor	Mauretania	Feb. 21	40 days	$830 up
	White Star	Adriatic	Feb. 25	45 days	$695 up
	White Star	Laurentic	Mar. 6	45 days	$695 up
	French Line	France	Mar. 14	28 days	$550 up
	Fabre Line	Patria	Mar. 10	38 days	$545 up
	Raymond & Whitcomb	Carinthia	April 7	42 days	$725 up
	Fabre Line	Providence	April 17	39 days	$545 up
SPECIAL WINTER VOYAGES TO THE MEDITERRANEAN (Duration and rates listed are for *one way*)	N. G. I	Colombo	Jan. 17	15 days	$170 up
	Lloyd Sabaudo	Conte Biancamano	Jan. 4	11 days	$275 up
	N. G. I	Roma	Jan. 28	12 days	$275 up
	Lloyd Sabaudo	Conte Biancamano	Feb. 11	11 days	$275 up
	N. G. I	Colombo	Feb. 24	15 days	$170 up
AROUND THE WORLD (After Jan. 1)	Thomas Cook & Son	Franconia	Jan. 7	145 days	$2,750 up
	Hamburg-American	Resolute	Jan. 7	140 days	$2,000 up
	Clark	Caledonia	Jan. 16	125 days	$1,250 up
	Dollar S. S. Line	President Steamers	Fortnightly	105 days	$1,250 up

Note: Rates on the above cruises in some cases include shore excursions; in others, shore excursions are not included. Information on this and other details should be obtained direct from the lines or tourist agencies themselves.

HOLLAND AND BELGIUM—PICTURESQUE LANDS

Generations of tourists have feasted their eyes upon the many attractions of these age-enriched lands. While the winter colorings of nature are less rich than those of summer, the historic cities and peoples have unending interest. Netherlands cities which should be visited include The Hague and its Royal and Peace Palaces; Amsterdam, of art and other varied attractions; Rotterdam, Holland's great port; Utrecht and Leyden, educational centers; Marken and Volendam, the quaint; and numerous other places of individual interest. For transatlantic tourists Rotterdam is home port of the Holland-America Line, while from England water routes lead to Holland from Folkestone, Harwich, London, Gravesend, Hull, and from Leith, Scotland.

Mellowed by centuries, the cities of Belgium are a delight to the visitor. Outstanding among them are: Brussels, the cosmopolitan capital with the battle-field of Waterloo a few miles distant; Antwerp on the Scheldt, commercial metropolis and one of the world's oldest and largest ports; Malines, seat of the archbishopric; Ghent and Bruges, cities of art; Liége, "city of iron and fire"; Louvain the immortal, and Dixmude, Ypres, Mons, and other landmarks of Belgium's western battle-front. Natural attractions include the picturesque river scenery of the Meuse, Lesse, Ourthe and Semois valleys, with their castles and ancient churches; the Grottos of Han near Rochefort, and the magnificent beaches of the coast. Direct transatlantic service between New York and Antwerp is provided by Red Star Line steamers, and from Canada by Canadian Pacific Steamships. Cross-channel services from Dover to Ostend and from Harwich to Antwerp, and air service between London and Brussels are available, while rail routes connect Belgium, Germany, and France.

SCANDINAVIA—A LAND OF WINTER SPORTS

"Since Viking days Sweden has perforce made winter sports a national pastime," says the official American-Swedish News Exchange Travel Bureau. "Almost within sight of its Royal Opera, theaters, and luxurious hotels, Stockholm has ski jumps, toboggan slides, and skating courses. Automobile as well as horse-races are held on frozen lakes and bays. More rugged terrains for winter sports are conveniently reached by rail from Stockholm at Rättvik in Dalecarlia and at Are (Orey) in Jemtland. In the former province, the Vasa Run, Sweden's famous ski marathon, is held the last Sunday in February."

Of Norway the Norwegian Government Railways Travel Bureau supplies us with the following outline of winter attractions:

"There is no exaggeration in the statement that Norway, particularly the eastern half as far north as Trondhjem, is an ideal land as far as winter climate and the opportunity for winter sports are concerned. The climate is dry and refreshingly crisp without being excessively cold; the landscape is world-famed for its beauty and deserves to be just as famous for its adaptability to all forms of winter sports; the snow conditions are ideal and the hotels are comfortable. Sunshine is almost constant in eastern Norway and in the highlands. Many of the most noted resorts are within a short distance of Oslo. The greatest winter sports meet of the world, the Holmenkollen contest, takes place in the mountains immediately adjacent to this city. The season extends from February 1 until after Easter, the latter time being particularly fine in the highlands, where the winter season is in full swing long after it has closed in other countries. Along the railways that traverse the highest passes winter sports may be carried on on the glacial snowfields even in midsummer, within easy reach of excellent hotels. A score of great skiing meets occur annually, and coasting contests, skating matches,

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SECOND—It supplies your system with certain health-building essentials which are often missing from your daily fare. One cup of Ovaltine has actually more food value than 12 cups of beef extract.

THIRD—Ovaltine has the unusual power of digesting 4 to 5 times its own weight of other foods you eat. Hence digestion goes on speedily and efficiently. As a result frayed nerves are soothed, because digestive unrest, *the main cause of sleeplessness*, is overcome.

This is why, when taken at night, a cup of hot Ovaltine brings sound restoring sleep in a natural way.

Hospitals and Doctors recommend it

It is the special food properties of Ovaltine—*and absolutely nothing else*—that bring its wonderful results and popularity. It has been in use in Switzerland for over 30 years. Now in universal use in England and her colonies. During the great war it was served as a standard ration to invalid soldiers.

A few years ago Ovaltine was introduced into this country. Today hundreds of hospitals use it. More than 20,000 doctors recommend it. Not only for sleeplessness, but because of its special dietetic properties, they also recommend it for nerve-strain, malnutrition, backward children, nursing mothers and the aged.

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A 3-day test

All druggists sell Ovaltine in 4 sizes for home use. Or they can mix it for you at the soda fountain. But to let you try it we will send a 3-day introductory package for 10 cents to cover cost of packing and mailing. Just send in coupon with 10 cents.

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Knoxville, Tenn.

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WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

races on the ice, hockey matches, etc., are of almost daily occurrence."

Transatlantic ports include Oslo and Bergen, reached by the Norwegian America Line and Scandinavian American Line.

GERMANY—"THE HEART OF EUROPE"

Among the many elements which for generations have made Germany a favorite tourist objective are historic reminders of the Middle Ages, cosmopolitan cities, world famous health resorts, reminders of great masters of music and art, pleasing mountain and river scenery. Winter sports are available in the Harz and Riesen-Gebirge Mountains, the Bavarian Highlands and the Black Forest. From Berlin, "The Splendid City," with its Unter den Linden, government palaces, museums and galleries, routes radiate to innumerable points of interest. In Western Germany is the romantic Rhineland, including Duesseldorf, model industrial city; Cologne, with its superb Gothic cathedral; the charming Ahr, Moselle, Lahn, and Nahe Valleys; Wiesbaden, of medieval origin; Baden-Baden in the Black Forest, the meeting place of international high society; Frankfort-on-the-Main, where Goethe lived; Heidelberg, with its ruins, castles, and university, and Munich, the art center and metropolis of Southern Germany; in the central regions Dresden, "the jewel casket of old Germany," with its galleries; Leipzig, celebrated for its fairs; and Breslau, noted for its ancient churches and museum. Among scores of health resorts open even during the winter months are the sulphur springs of Nauheim and Aix-la-Chapelle; the hot springs of Wiesbaden; the variety of waters at Bad Ems; and the radioactive springs at Brambach, Kreuznach and Elster. Germany's principal seaports include Hamburg and Bremen for the transatlantic trade, and Stettin, port of arrival and departure for steamship services to or from Reval, Helsingfors, Riga, Copenhagen, Oslo, and Stockholm. Rail communications, with connecting express service to or from the capitals of all European countries, also Scandinavia and the Mediterranean, are provided by the German Federal Railroads. Transatlantic ports include Bremen, served by the North German Lloyd and the United States Lines; and Hamburg, reached by Hamburg-American Line.

Air, motor-coach, and inland waterway transportation is highly perfected.

Across the German border lie the tourist attractions of Austria, rail routes converging in cosmopolitan Vienna, center of art, music, and drama. Winter sports are followed here and in many other Austrian tourist centers, including Innsbruck in the Tyrol; Hofgastein and Salzburg; and towns in the Semmering region. Austria contains numerous spas and health resorts, while from Vienna the famous waters of Carlsbad involve only a short journey. Continental trains de luxe serving Austria include:

Arlberg-Switzerland Express. Calais (Steamer from London), Paris, Bâle, Zürich, Arlberg, Innsbruck, Salzburg, Vienna.

Orient Express. Paris, Strasbourg, Karlsruhe, Stuttgart, Munich, Salzbourg, Linz, Vienna, Budapest, Bucharest.

Ostend-Vienna Express. Ostend, Brussels, and Amsterdam, Cologne, Frankfort-on-the-Main, Wuerzburg, Passau, Linz, Vienna, Budapest, Bucharest.

WHEN WINTER ABIDES IN SWITZERLAND

The delights of Switzerland for the winter traveler are thus described for THE LITERARY DIGEST by Frederick Dossenbach, author of "How to See Switzerland":

"What a glad adventure it is to arrive at a Swiss winter resort! Everything and everyone seems to be 'en fête,' and there is motion and animation everywhere. Skiing fields, scarred with innumerable tracks, are alive with the gliding figures of skiers in all stages of practise. Ice rinks, with their carefully polished surfaces glinting in the sun, are the happy playgrounds of skaters, curlers, and hockey enthusiasts. A little farther on one catches tantalizing glimpses of thrillingly constructed toboggan and bobsleigh runs, with vehicles descending at breath-taking speed; and to complete this array of first impressions, one generally perceives a party of intrepid skiers who speed up locomotion with the aid of spirited horses. In addition one must not forget that horse-races on the frozen Alpine lakes are regular season events. Snow sports are tremendously facilitated by different mountain railways, which run sports trains during the season. Thus one can make the ascent to the start of a run or some loftily situated skiing slopes without physical exertion and then enjoy in fullest measure the thrills of the descent on toboggan, bobsleigh or ski."

Winter playgrounds are available in all parts of Switzerland. St. Moritz in the Grisons on the slope of Piz Nair in the loftiest valley of Europe is the world's most famous capital of winter sports. Skating, skiing, hockey, curling, bobsledding, and shooting the Cresta, most thrilling of all toboggan courses, are pastimes. Other notable winter playgrounds include: in the Grisons: Pontresina, Arosa, Davos, Klosters, Maloja, Samaden, Zuoz; in Central Switzerland: Andermatt, Engelberg, Rigi-Kaltbad; in eastern Switzerland: Appenzell, Trogen; in the Bernese Oberland: Adelboden, Grindelwald, Mürren, Wengen, Kandersteg, Gstaad, Lenk; in the Jura: St. Cergue, Les Rasses and its neighbor Ste. Croix; in the Vaudois Alps: Caux, Château-d'Oex, Gryon, Villars; in the canton of Valais: Champréy, Loeche-les-Bains, Montana-Vermala. Detailed and authoritative information on these and other resorts are obtainable from the New York Bureau of the Swiss Federal Railroads. Switzerland is intersected by the main Continental rail routes from Germany, France, Austria, and Italy.

ITALY—LAND OF ART AND ANTIQUITY

Italy's charms are perennial, but the azure skies and balmy air of her Riviera, and of Sicily and its famed cities in winter, are compelling travel attractions. Steamship gateways provide approaches to Italy's varied attractions. Genoa, birthplace of Columbus, "City of Marble

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Country	*Bureau*	*Address*
Africa	South African Government Tourist Bureau	11 Broadway
England	London, Midland & Scottish Railway	200 Fifth Avenue
France	French Travel Bureau	46 West 46th Street
Germany	German Health Resorts	630 Fifth Avenue
Italy	Italian State Tourist Office	747 Fifth Avenue
Japan	Japanese Government Railways	1 Madison Avenue
Netherlands	Netherlands Chamber of Commerce in New York, Inc.	32 Broadway
Norway	Norwegian Government Railways Travel Bureau	342 Madison Avenue
Spain	Bureau of Information Pro España	41 Broad Street
Sweden	Swedish State Railways	52 Vanderbilt Avenue
Switzerland	Swiss Federal Railroads	241 Fifth Avenue

Palaces," is midway between the Italian Rivieras. Eastward extends the Riviera di Levante; westward stretch the flower gardens and orange groves of the Riviera di Ponente. Resorts of the Levantine Riviera include Levanto, Sestri Levante, Rapallo, Santa Margherita, Portofino, and Nervi; and of the Riviera di Ponente, Pegli, Varazze, Arenzano, Allassio, Diano Marina, Imperia, San Remo. Naples, "The Queen of the South," is adjacent to Mt. Vesuvius and fascinating Pompeii. From Castellamare, near by, leads the picturesque shore road to Sorrento, an approach to the Isle of Capri with its Blue Grotto, and the beginning of the famous Amalfi Drive to this town facing the Bay of Salerno. Palermo, port of Sicily, is tourist headquarters for this "Land of Sunshine and Flowers." Besides these main ports, other Italian cities are rich in interest. Rome, "The Eternal City," with St. Peter's and the ruins of past centuries, holds treasures of art and antiquity. Florence, where Dante and Michelangelo roamed, is the "City of Roses and Art." Milan's cathedral holds visitors spellbound. Venice, "Queen of the Adriatic," is an essential part of the itinerary. Trieste, city of museums and monuments, reveals the past grandeur of Rome.

Transportation is provided by the efficient Italian State Railways; by motor-coach routes; by a network of airplane routes. The only motor-road from the Continent open during winter is that crossing the border at Ventimiglia, continuing along the Riviera. Continental rail connections include the following routes:

From Marseilles and the Riviera, the Paris-Lyon-Mediterranée Railway connects with the Italian State Railways at Ventimiglia. From Lyon the same system meets the Italian State Railways at Modane, the Mont Cenis route. From Dijon through Switzerland contact is made with Italy between Brieg, Switzerland, and Iselle, Italy, by the famous Simplon Tunnel route. From Lucerne, the Swiss Federal Railroad system meets the Italian State Railways at Chiasso and at Luino, the St. Gothard Tunnel route. From Munich through Austria via Innsbruck Italy is reached at Brennero. By rail from Prague and Vienna the Italian border is crossed at San Candido and Tarvisio. From Vienna and from Budapest Italy is entered at Piedicolle, Postumia, and Fiume, on the Italo-Jugoslav border.

Transatlantic steamship services are operated to Genoa, Naples, Trieste, and Palermo, and lines serving one or more of these ports include the Navigazione Generale Italiana, Lloyd Sabaudo, Transatlantica Italiana, Fabre Line, Cosulich Line and United States Lines.

MONACO—MONTE CARLO

In the midst of that brilliant constellation forming Riviera resorts—Europe's most famous playground—shines the brightest star of all, Monaco. West of its famous promontory lie Villefranche, Nice, Cannes; eastward, Mentone, Bordighera, San Remo; yet Monaco, one of the world's smallest independent States, is the greatest objective of all. Altho this tiny principality occupies only eight square miles, a million and a half visitors flock to it each year from every corner of the globe. Monte Carlo, gaming capital of the world, is Monaco's magnet, its palatial casino being the most sumptuous gambling rendezvous in the world. "Society, amusements and sport strengthen and adorn it. The scandals, old and new, the eternal Comedy, Tragedy and Romance, give piquant individuality," writes Williamson in his "Lure of Monte Carlo." But Monte Carlo has other attractions than roulette. Its surroundings are idyllic, its amusements diversified. "Flowery gardens shadowed with palms and framed by opal mountains towering above a sapphire sea add beauty's siren call," says the author above quoted.

Amid these surroundings concerts, ballets, grand opera, golf and speed-boat races fill the winter program. Then, too, for the

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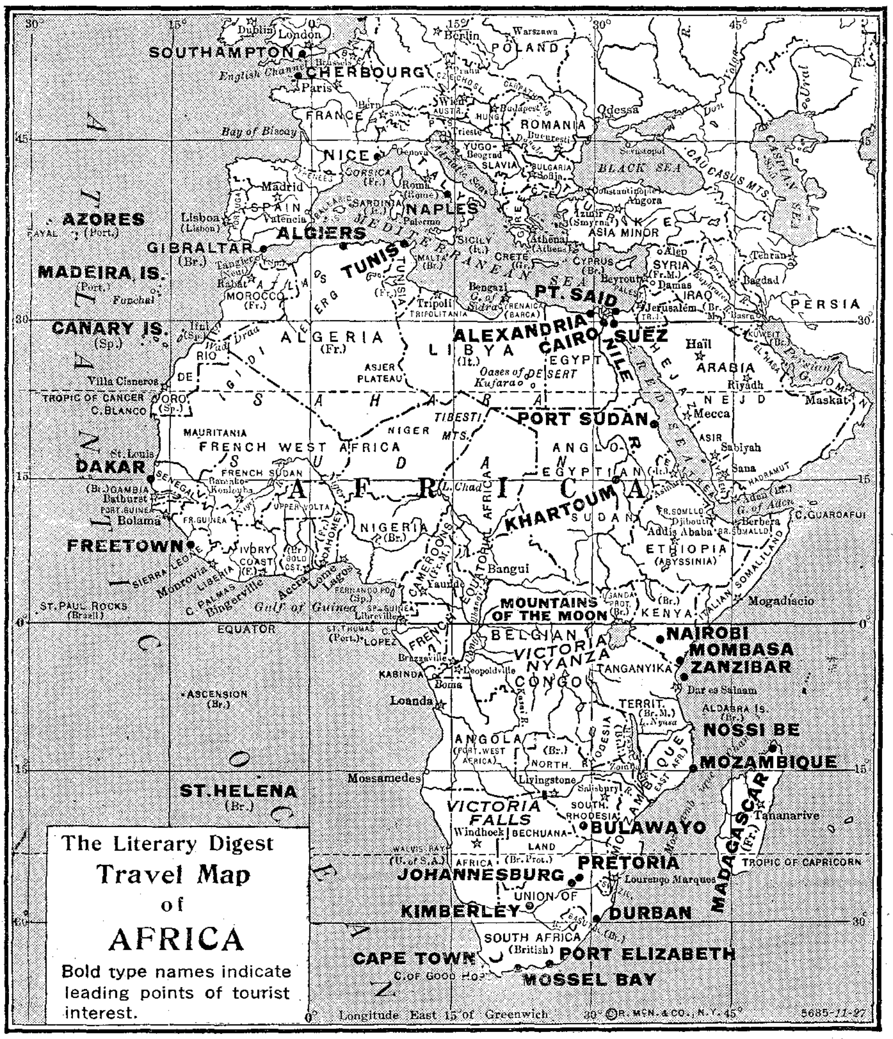
WINTER PLAYGROUNDS THE WORLD OVER—*Continued*

more serious minded, there are visits to the cathedral and celebrated Marine Museum in the town of Monaco itself. The picturesque Corniche Drive and motor passenger boats provide delightful approaches to the Principality from other parts of the Riviera coast.

SPAIN—LAND OF ROMANCE AND COLOR

It is "a land that is the very soul, spirit and breath of romance," writes Wilfred J. Funk in his brochure "Two Travelers in Spain." "What poems these wild hills hold; what strophes and stanzas of epics are strewn in every valley; the aqueduct that Roman skill threw across that gorge; the silent watch-tower that Moorish hands raised on that hill; this dark-storied dungeon, builded by Philip the Cruel; that fairy Aladdin palace conceived in oriental elegance by Arab imagination." The sunny skies and semitropical climate of the Mediterranean shores invite winter travelers, while Eastertide is an ideal season in all of Spain. Treasures of art and antiquity, scenic attractions, regions of vine, olive, orange and fig are accessible by convenient routes, while one may still wander over unbeaten travel pathways to other regions of charm. Continental rail approaches include the Paris-Orleans route (twelve hours from Paris to the border) and the Paris-Lyon-Mediterranée route (fourteen hours from Paris to Barcelona). The principal ports of entry include: Gibraltar, thence by trans-bay boat to Algeciras; Cadiz, "the silver saucer," not far distant from the towering light of Cape Trafalgar; Vigo and Coruña on the northwestern Atlantic Coast; San Sebastian, at the foot of the Pyrenees and facing the Bay of Biscay, summer royal residence and one of the world's most picturesque seaside resorts; and on the Mediterranean Coast in the land of perpetual spring, Barcelona, the commercial capital of Spain; Valencia, amid palms and flower gardens; Cartagena and Malaga in the vineland. Convenient routes lead inland to "bright and joyous" Seville, its Plaza de Toros famed in song and story; Granada, overlooked by the Sierra Nevadas, with its Alhambra, world-renowned palace of Moorish Kings, and its gipsy caves; Cordova and its stately cathedral, centuries old; Madrid with its opera, museums, palaces; medieval Toledo perched upon its granite hill, center of art and religion; Sagunto and Italica, where one may wander through Roman ruins.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The Literary Digest Travel Map of AFRICA

Bold type names indicate leading points of tourist interest.

Cadiz and Barcelona are reached by the Spanish Royal Mail Line, and Gibraltar by Lloyd Sabaudo Line, and cruise ships.

INDIA AS A WINTER RESORT

"India in the 'cold weather' (November-March) offers a genuine summer retreat from the bleak winter months of more northerly lands," says an announcement of the Indian State Railways in *The Spectator*, London. "The traveler who sets out on a first visit to this ancient land is on the threshold of a great adventure, for India has attractions whose variety and interest are beyond the power of exaggeration. . . .

"Railway travel in India is easy, cheap and agreeable. By many travelers it is stated to be the most comfortable in the world.

"The Indian State Railways serve, besides Calcutta and Bombay, all the more northerly tracts of India; their scheduled trains convey the curious visitor in comfort by night and day. The special tourist coach obeys no schedule; it is stopt or carried onward at the will of its temporary owner. To travel by such a coach, replete with every desirable appointment—kitchen, servants' quarters, bathroom (with running water, hot and cold), sitting-room, dining and bedrooms, is to enjoy a degree of luxury undreamed of in earlier days."

Through steamship service from London to India is provided by the Peninsula and Oriental Steamship Line, and overland by rail via Marseilles.

JAPAN—LAND OF THE UNUSUAL

"Fifteen days from San Francisco—including the one-day stopover in Honolulu en route—or ten days from Seattle direct to Yokohama, lies Japan, one of the world's most fascinating vacation lands," says James King Steele in a brief sketch prepared for The Literary Digest. "Its lure lies not alone in its lovely landscapes, its tumbling waterfalls and rushing rivers, its beautiful mountains dominated by the lordly Fujiyama, its glory of cherry blossoms, mantling the land in a robe of fragrant color, but also in its amazing contrasts and hereditary differences.

"In no country in the world is the visitor so cordially welcomed and so hospitably entertained as in Japan.

"Yokohama is the gateway to the Orient. This city, which was absolutely wiped out by the grim disaster of earthquake and fire in September, 1923, has shown a remarkable virility, and is now coming back to its former greatness. Tokyo, the capital of the Empire, with its two million and more inhabitants, is forty minutes away from Yokohama by fast and frequent electric-train service. Its temples, parks, tombs, theaters, tea-houses, shopping streets, public buildings and the Imperial Palace are filled with absorbing interest to the traveler. Four hours north of Tokyo is Nikko, last resting-place of the great Shoguns, whose tombs, built three hundred years ago, present the crowning example of Japanese arts and crafts.

"A delightful motor tour from Tokyo leaves the city and passes through Yokohama, thence to Kamakura with its gigantic bronze Buddha towering over fifty feet high, and on into the mountains to Lake Hakone and the hot springs spa of Miyanoshita. From here magnificent views of Mt. Fuji are to be had. The daylight ride by train from here to Kyoto, the old capital, is a continued panorama of Japanese rural and village life.

"Kyoto is the ancient capital and the center of western Japan. It still maintains its time-honored supremacy of culture and distinction despite the development that present-day industrialism has thrust upon it. Around it are many places of interest, the loveliest in all Japan. At Nara is the famed Kasuga shrine in its deer park, and its giant Buddha and amazing bronze bell. Lake Biwa, the largest in Japan, with its celebrated "eight scenic masterpieces"; Mt. Heie and the monasteries; the Hozu River with its brawling rapids, down which the visitor shoots in a flat sampan; temples of every size and age, Buddhist vying with Shinto shrines — the whole region is filled with beauty and interest.

"Two hours from Kyoto are Kobe and Osaka, the latter the greatest industrial city in the Empire. Beyond them to the west lies the famed Inland Sea, the most beautiful marine spectacle in the world to-day; then Nagasaki, and, farther on, Shanghai and China."

Transpacific steamship lines from Canada or the United States include Canadian Pacific Steamships from Vancouver and Victoria; Dollar Steamship Lines from San Francisco and Los Angeles; the American Mail Line from Seattle and Victoria; and the Nippon Yusen Kaisha from Los Angeles, San Francisco, Seattle, and Victoria.

AFRICA—LAND OF THE UNEXPECTED

The continent of mystery is unfolding its wonders to the tourist. New regions of travel in Africa are being opened and old ones made more accessible. Tourist traffic is increasing. "Round Africa" cruises, but yesterday an experiment, have become permanent successes. Tourists now circle that vast continent and may visit French, British and Belgian colonies on the West Coast, including Dakar in Senegal, Freetown in Sierra Leone, and even set foot upon St. Helena Island with its memorable scenes of Napoleon's last days.

It is in the warm, mellow Sunshine South, however, that a greater diversity of interest is provided than in any other part of the continent. As one writer expresses it, "A virile, strangely contrasting, inspiring series of beautiful places of particular romance is South Africa." Its highly developed civilization, modern cities, natural wonders, offer a tempting menu. Table Mountain, that "bastion of the continent," beckons to the mountain-girt bays of stately Cape Town, "Mother City of South Africa." Along the coast from Cape Town lies the port of Mossel Bay, whence you may motor inland through the wildest mountain scenery. In the Oudtshoorn region the marvels of the Cango Caves are disclosed. Near by is Knysna, "a perennial paradise by the sea."

Continuing along the East Coast, we reach Port Elizabeth, "The Liverpool of South Africa," and, following inland rail routes, famous interior cities and scenic wonders may be visited, including Kimberley, "The City of Diamonds"; Johannesburg, "The City of Gold," capital of the Rand mining district; and its neighbor, Pretoria, administrative capital of the Union of South Africa. Durban is the metropolis of Natal, "The Garden Province," a fascinating city of palms, bathing beaches, botanical gardens, parks and golf courses. In southern Rhodesia are the mysterious great Zimbabwe Ruins of a prehistoric city. Leading all other scenic wonders are the stupendous Victoria Falls, twice the height and width of Niagara.

Farther on up the East Coast, scenes of early adventurers are encountered at Mozambique and Zanzibar, its air fragrant with cloves. From Mombasa, British Africa port, the train may be taken to Nairobi in the famous Kenya wild life colony. Farther inland are the great lake Victoria Nyanza and the Mountains of the Moon. Port Sudan is gateway to the Red Sea and via Suez to the Mediterranean. The preferable route to Egypt leads by rail from Port Sudan to Khartoum, where the White and the Blue Nile meet.

The Nile voyage, beginning at Wady-Halfa and terminating at Cairo, unfolds a composite vision of ancient tombs, pyramids, monuments, ruined cities, caves, temples visited by donkey excursions. Here in the Land of the Pharaohs the curtain of the distant past may be drawn aside and the tourist may gaze in wonder upon past civilizations. A visit to Luxor in the Valley of the Kings is unforgetable.

The fabled lands of Islam, facing the Mediterranean, and in North Africa the mysterious Sahara Desert, have been opened to the tourist by a series of motor-car tours. Among these tours are those through Algeria and French Morocco; a circular tour of French Morocco; the southern Algeria and M'Zab tour; the great Erg tour, 700 miles through the heart of Sahara; Morocco, Algeria, Tunisia tours along the north Mediterranean shore, with numerous digressions southward. In addition to the motor tours, trips are available by camel, horse or mule caravan; and also a rail journey by Algerian State Railway to the oasis of Figuig, 2,700 feet above the surrounding desert. These North African tours are under the jurisdiction of the French Line.

From Alexandria at the foot of the Nile is the sea route; from Cairo the land route to the Holy Land with its sacred memories at Jerusalem, Bethlehem, Nazareth, Capernaum, Tiberias, Baalbek, and Damascus. Haifa is the Mediterranean port for Holy Land tours. Haifa is also connected with Beirut, Syria, by motor route, the trip occupying about five hours. Motor trips between Haifa and Bagdad are also available.

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EFFECTIVE November 15, 1927, the American-LaFrance Fire Engine Company, Inc., of Elmira, N. Y., have acquired the assets and good will of the Foamite-Childs Corporation of Utica, N. Y., and the business of the two companies will be combined under a single corporate identity. The name of the company will be the American-LaFrance & Foamite Corporation.

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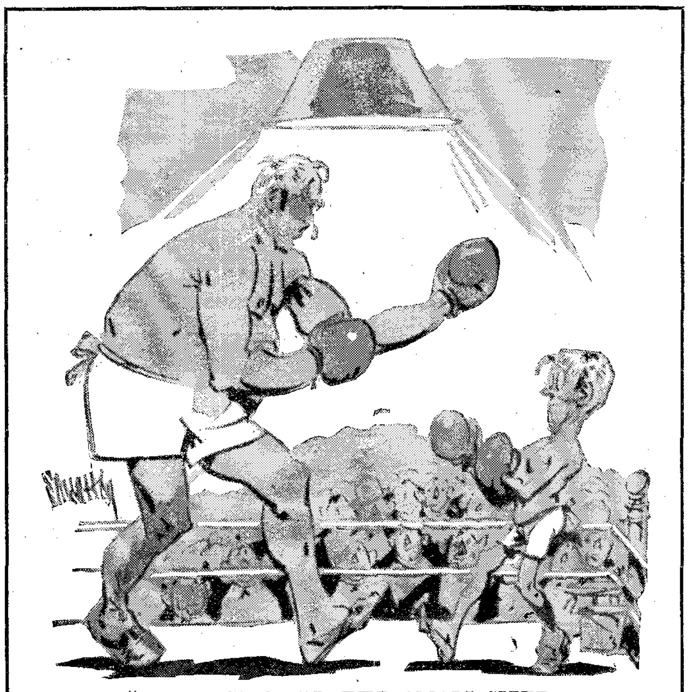
INVESTMENTS AND FINANCE

SMALL BUSINESS BY NO MEANS DOOMED

OUR GREATEST CORPORATIONS—like United States Steel and General Motors—play so big a part in the news that many people feel that the small business unit no longer has an important rôle in American life, and that the small business man is practically doomed. But the National Industrial Conference Board has been examining a few figures and concludes that any such sweeping inference is unjustified. Large and small units are continuing to exist side by side, it tells us, and, in fact, "the bulk of business of all kinds is still being carried on by relatively small concerns." Even in manufacturing where large-scale production dominates in many respects, the moderate-size plant still remains the typical unit. And Prof. Thomas N. Carver, the Harvard economist, declares in the current *Nation's Business*, that the small manufacturing concern is by no means doomed, but will continue to survive and to compete with the large concern.



"THERE IS STILL THE SMALL-SIZED MANUFACTURER HOLDING HIS OWN"
—From *The Nation's Business* (Washington, D. C.).

If we include every form of economic activity, says the National Industrial Conference Board in a recent bulletin, we can not leave out agriculture, and in this field everybody knows that the productive units are relatively small. We may think of banks as enterprises of substantial magnitude, and "yet in June, 1926, there were 28,146 commercial and savings banks in the United States with a total capital and surplus of $6,745,300,000, an average somewhat less than a quarter of a million each," and when we consider the size of the very largest banks this means that "several thousand among the total number of banks must by any standard be rather small enterprises." While small individual undertakings are rare in the public-utility field, nevertheless the average public-utility corporation is smaller than would be expected, by reason of inclusion of enterprises engaged in water transportation and local transportation. The Conference Board goes on with its discussion:

> If we turn from the banking and public-utility field in which enterprises are of necessity corporate in organization, to manufacturing, mining, and trading, in which the corporate form competes with the individual enterprise, we find large numbers of business units. Dun's Mercantile Agency in its rate book for July, 1927, gives facts concerning 2,385,838 different business enterprises in manufacturing, mining, and trading. The whole number of persons gainfully occupied in these fields plus the army of clerical workers was estimated by the Conference Board as 22,390,000 in 1925. It is, therefore, evident that on the average each business unit gives occupation to about ten persons. This average number is much larger in manufacturing than in trading organizations. In manufacturing establishments, in 1925, the average number of wage-earners per establishment was 44.7. On the other hand, in mercantile life the average unit is smaller. The Bureau of the Census has undertaken a study of distribution in various typical cities, which shows that on the average, wholesale establishments in these cities generally employ a little less than fifteen persons, while retail stores employ from five to six persons each. In addition to the distinctly manufacturing and trading concerns there is a multitude of those small enterprises which the United States census formerly denominated hand and neighborhood industries in which the owner has associated with himself only one or two helpers.

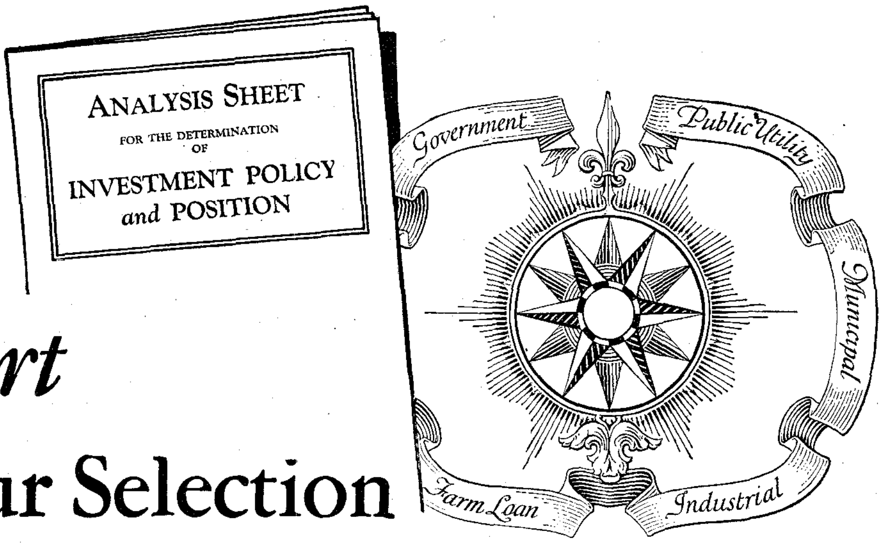
Some detailed information is offered showing that in 1923, the latest year for which complete census figures are available, 45 per cent. of our manufacturing establishments employed five wage-earners or less, while an additional 28 per cent. employed from six to twenty wage-earners. In 1925, 29.8 per cent. of our manufacturing establishments turned out products worth from $5,000 to $20,000, and an additional 36.8 per cent. had products valued from $20,000 to $100,000, so that about two-thirds have products not exceeding $100,000 in value. From this the Conference Board draws the conclusion that tho the largest factories may produce the bulk of the output, "there are obviously many lines in which relatively small-scale operations are prevalent."

The Conference Board presents figures showing that "taking together all corporations filing statements of assets and liabilities, the average value of the capital stock in 1925 was $250,000." So—

> The evidence is conclusive that despite the unquestioned superiority of large-scale production in many fields, the overwhelming majority of the units through which business is transacted in the United States are comparatively small affairs. Taking the business of the country as a whole it would appear that whatever the advantages of large-scale production may be, they are not equally obvious in all fields, and that they have not dampened the spirit of enterprise or closed the doors of business to those who can not command large capital or engage in extensive operations.

Taking up the question, "Is the small factory doomed?" Professor Carver points out that there are two kinds of superiority in big business; one is the genuine economic superiority consisting of capacity to turn out more with the same human effort, and the other is merely superior bargaining power. Generally speaking, wherever there is any superior economy in large-scale production, there is a physical or mechanical reason for it which can be definitely pointed out:

> A steel rail, for example, could not be economically manufactured except in a plant with powerful rollers and other machinery in proportion, driven by powerful engines. Such a plant, once installed, must be kept reasonably busy if costs are to be kept down. This means large-scale production. It is typical of all the real economies of large-scale production.
>
> Wherever any expensive piece of equipment is necessary for the most economical production, the scale of production must, of course, be large enough to utilize that piece of equipment up to its capacity. Again, wherever, through large-scale production and a higher degree of specialization, motions can be saved in changing from one kind of work to another, in laying down one tool and picking up another, or in turning heavy pieces



Let This Chart Guide Your Selection of January Bond Investments

IN deciding upon January investments, will you merely select bonds which you think are sound, or will you further consider how they suit your requirements—as to maturity, taxable status, and marketability; also how they fit in with your present holdings to make a strong, well diversified investment structure?

To select bonds in this sensible manner, requires only analysis—which you can make for yourself on a simple chart we have devised with instructions which make it simple to apply. Use of this Chart may show that the structure of your holdings could be improved. It will help put a definite policy behind your investment—making it easier always to decide upon what your next investment should be.

We shall be glad to send you our Bond Analysis Chart, and with it the current issue of our Quarterly Guide to Safe Investment; the one to help you analyze your requirements, the other to present a varied list of bond offerings to meet a broad range of investment needs. For example, some of the issues have been selected and classified below. *Write for Bond Analysis Chart LD-27.*

For Short-term Investment

New York, New Haven & Hartford Equipment Trust of 1927, No. 2, 4½'s, 1928
Empire Gas & Fuel Company 5's, 1929
Chicago North Shore and Milwaukee R. R. Co. 5½'s, 1930
Hearst Magazines, Inc. 6's, 1931
Roxy Theatres Corporation 6½'s, 1932

Average yield about 5.65%

For Long-term Investment

Consumers Company (Chicago) 6's, 1946
Isarco Hydro-Electric Company (Italy) 7's, 1952
Monongahela West Penn Public Service Co. 5½'s, 1953
Illinois Power and Light Corp. 5½'s, 1957
The Prudence Company, Inc. 5½'s, 1961

Average yield about 6.05%

For Marketability

Commonwealth Edison Company (Chicago) 4½'s, 1956
Cudahy Packing Company 5's, 1946
Danish Consolidated Municipal Loan 5½'s, 1955
Detroit City Gas Company 5's, 1950
West Penn Power Company 5's, 1956

Average yield about 4.90%

For Tax Exemption

City of Chicago 4's, 1933-1946
Greensboro Joint Stock Land Bank 5's, 1957/Opt. 1937
City of Philadelphia 4¼'s, 1977/Opt. 1947
York County, South Carolina 4¾'s, 1936-48
Dallas Joint Stock Land Bank 5's, 1967/Opt. 1937

Average yield about 4.30%

For High Average Yield

Chicago Rapid Transit Company 6½'s, 1944
Empire Oil and Refining Co. 5½'s, 1942
Hugo Stinnes Industries, Inc. 7's, 1946
Public Service Company of Colorado 6's, 1946
Loew's Theatre & Realty Corporation 6's, 1947

Average yield about 6.55%

For General Diversification

Commerz-und Privat-Bank (Germany) 5½'s, 1937
Long-Bell Lumber Company 6's, 1943
New Orleans, Louisiana 4½'s, 1940
Penn Central Light and Power Company 4½'s, 1977
West Texas Utilities Company 5's, 1957

Average yield about 5.40%

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INVESTMENTS AND FINANCE
Continued

of material instead of moving them in a straight line, there are, of course, demonstrable economies in large-scale production.

Such mechanical reasons, we read, would not justify one in concluding that a concern manufacturing millions of pounds of chewing-gum can manufacture more cheaply than one manufacturing hundreds of pounds. And any economy that did exist would play a very small part in the consumer's price. In the case of a concern like this the advantage of the large unit is its larger sales organization.

In some cases there is an advantage in having a number of small units scattered about or located near consumers with consequent saving in freight. For instance, in the meat-packing business the use of the refrigerator truck is giving a number of small plants a "positive advantage in their own localities over the huge plants situated on the Missouri River." But the big packer has an advantage in selling meat to the Atlantic seaboard. So Professor Carver concludes that both large and small units will continue to dominate their respective fields in the packing business. And this is only one illustration of the general rule.

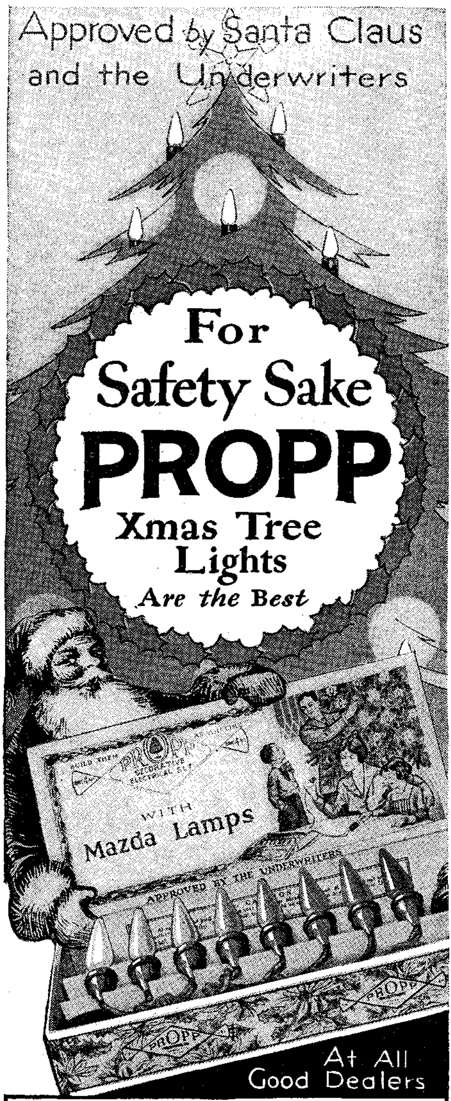
The large manufacturer is supposed to have a great advantage in his ability to utilize waste products. But not necessarily, according to Professor Carver, who points out that "an independent concern, or one run cooperatively by the small manufacturers, can gather the waste from a large number of small plants, and work them up into salable products, thus achieving all the economies that are open to the large plant." In the same way the large plant is supposed to have cheaper power, but now that we have enormous power plants selling power the small factory may be able to pay for power "on terms approximately equal to those given to the huge manufacturer."

Finally, there is the "limited number of men of high business ability available to manage industrial enterprises." But—

Suppose some means can be found to increase greatly the number of competent managers. It will not be necessary then to concentrate the labor and capital under so small a number of managers.

The trust movement seems to have definitely passed its zenith. However, there is still a rather steady growth in the size of what may be called the representative manufacturing concern. Nevertheless, there is still a vast number of cases of small or moderate sized manufacturers who seem to be holding their own.

It is quite certain that small manufacturers will never be crowded out of certain local fields where the freight tariff protects them, and where they can buy power as cheaply as the big concerns can manufacture power for themselves. There are, in other words, certain definite limitations upon the power of the huge concern to crowd out the small concern. The small manufacturing concern will therefore survive.



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CURRENT EVENTS

FOREIGN

November 30.—Maxim Litvinoff, Under-Secretary of Foreign Affairs of Soviet Russia, introduces before the League of Nations Preparatory Disarmament Commission a resolution calling on the European nations to scrap all their Armies, Navies, and air forces.

In a speech before the French Chamber of Deputies, Foreign Minister Aristide Briand announces his willingness to meet Premier Mussolini of Italy in the hope of dissipating the tension between France and Italy over their respective pacts with Jugoslavia and Albania.

December 3.—Maj. E. H. Brainard, piloting a United States Marine Corps monoplane, with two companions, makes a non-stop flight from Miami, Florida, to Tela, Honduras, on his way to Managua, Nicaragua, a distance flown of approximately 785 miles.

The French and Italian Governments sign a provisional agreement regulating the economic, financial, and commercial relations between the two countries.

December 4.—Maj. E. H. Brainard, of the U. S. Marine Corps, completes his flight to Managua, Nicaragua, from Miami, Florida.

Dr. C. C. Wu, Chinese Nationalist Foreign Minister, cables American Secretary of State Kellogg, protesting against the proposed flotation of the South Manchuria Railway loan by American bankers, on the ground that Japan is using the railroad to gain further control in Manchuria.

December 6.—Maxim Litvinoff, the Soviet delegate, leaves Geneva, after failing to obtain action on his proposal for a general disarmament in Europe.

DOMESTIC

December 1.—Living standards in the United States in the last fiscal year, says Secretary of Commerce Hoover in his annual report, remained higher "than anywhere else in the world or than at any other time in world history."

The State Department cables to Geneva its appreciation for the invitation to send an observer to the League of Nations Preparatory Disarmament Commission, but says the United States can not participate because the American land forces can not be reduced beyond their present strength, and because America can not sign an agreement guaranteeing any nation against aggression by another.

December 3.—In his annual report to President Coolidge, Secretary of War Davis warns that withdrawal from the Philippines now would retard economic development of the islands and cause "rapid retrogression."

December 5.—The Seventieth Congress opens. Under a resolution offered by Senator Norris, Senators-elect Smith of Illinois and Vare of Pennsylvania stand aside while other Senators-elect are sworn in.

Secretary Mellon announces settlement of the Greek debt of $19,659,836, to be discharged over a period of sixty-two years.

December 6.—In his message to Congress, President Coolidge emphasizes the need for economy, flood-control, relief for farmers, and national defense.

In a statement to the Republican National Committee, President Coolidge reiterates that he does not choose to run for President in 1928.

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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Oh, Shucks!—WEEI—6:45—Big Bother Club.—*Radio announcement in the Boston Herald.*

Under Escort.—"Were you personally conducted on your tour?"

"Yes, my wife went along."—*Life.*

New Menace to Health.—Aunt Prudence—"Keep away from the loudspeaker, Denny. The announcer sounds as if he had a cold."—*Punch.*

See America First.—"How was the scenery on your trip?"

"It ran largely to tooth paste and smoking tobacco."—*Louisville Courier.*

Mash Note.—

HOME STILL
A POWERFUL
INFLUENCE

—*Editorial head-line in a Norristown (Pa.) paper.*

Call the Junkman.—"Do you think autos are ruining the younger generation?"

"No, I think the younger generation is ruining the autos."—*New York Medley.*

Make Hiking a Luxury.—Footbaths for pedestrians paralleling the motor highways of Ontario were advocated by Hon. George S. Henry, minister of highways.—*Bradford (Pa.) paper.*

Aid to Fond Memory.—Young Zoologist (who has been asked to lecture over the wireless)—"And all the time, darling, tho millions may be listening in, I shall be thinking of you alone."

Darling—"And what's your lecture about, old thing?"

Young Zoologist—"Freaks of nature."—*Punch.*

Speedy Trade-In.—"This is your new father, dear."

"But, mummy, we had hardly used the last one!"—*Life.*

Hee-Haw!—For Sale—one donkey, between nine and ten years old. Mother-in-law says her legs are too long but the donkey's legs are too short, and she can't ride him because she has corns on her toes and her feet bump on the ground.—*Ad in a Marysville (Cal.) paper.*

Sparing the Star.—Coach (between halves)—"Why, you flatfooted, cheese-headed, bat-eyed !!!—!||@!!||—!!%%||!!! why didn't you nail that runner? The way he was coming at you, a baby could 'a' spilled that guy! You just sat right down in front of him—you *sat*, you hog-brained idiot! What was the matter with you?"

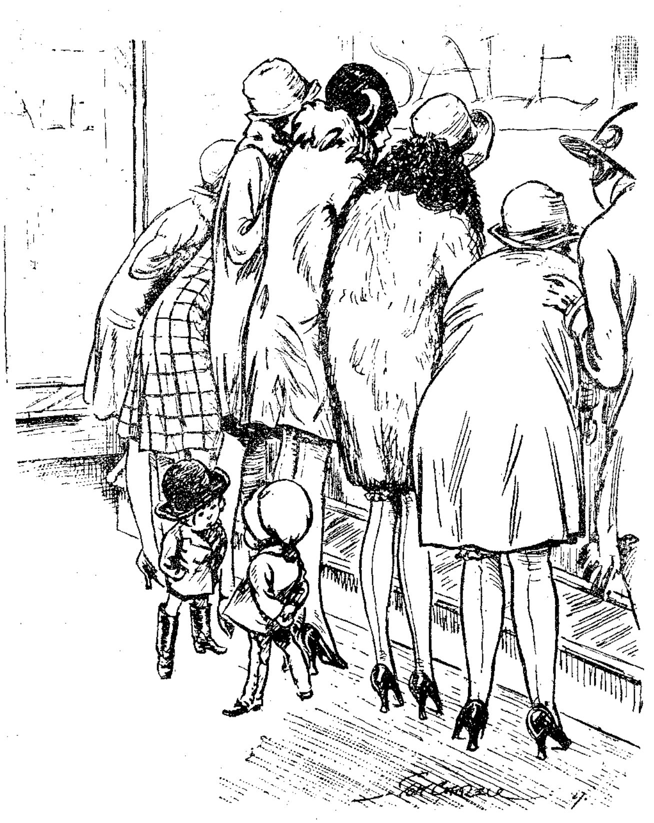
Man Who Missed the Tackle—"Well, y'see, Coach, I worked in a football picture on the coast this summer, and that half-back looked just like Richard Dix."—*Life.*

Thrift Note.—Early to bed, early to rise, Keeps your roommate from wearing your ties.—*Open Road.*

Neat Amputation.—

JOHN E. EDGERTON
IS OPERATED ON
Manufacturer's Head at St.
Thomas Hospital.

—*Nashville paper.*



She: "Are you *sure* this is mummy?"
He: "Oh, yes. I can spot *her* garters in *any* crowd."
—*The Passing Show* (London).

A Boost for Cinderella.—Apartments. 3 and 4 rooms with Kitchen Maid the most beautiful in America.—*Ad in the Springfield Union.*

Yum Yum.—First Eskimo—"How did you like your Christmas-tree?"

Second Eskimo—"It was swell. Those were the best candles I ever ate."—*Life.*

The Grand Tour.—"In my younger days," the old actor said, "I traveled from one end of the country to the other."

"Well, well," the young actor replied, "just think of that. And there were no rubber heels in those days, either."—*Youngstown Telegram.*

Super-Salesman Plus.—From the hall where the salesmen's convention was being held came roar after roar of applause.

"What's all the noise about?" asked a policeman of a man who had just stept out.

"They've been making speeches," replied the latter, "and somebody just introduced the man who sold Mussolini a book on how to acquire self-confidence."—*Life.*

Durable Goods.—Until two years ago the Mormons hadn't changed their underwear in seventy-five years.—*Pittsburgh paper.*

Laurels for Heroes.—Coach—"Win this game in a businesslike manner to-day, men—there's a scout from a big New York bond house in the stands."—*Life.*

Pity the Groom.—

LONGEST CONCRETE BRIDE

—*Picture caption in a Racine (Wis.) paper.*

She Took the Hint.—Eve—"I think a man should give his wife plenty of rope."

Ernest—"Yeh! I did with mine and she skipt."—*Boston Transcript.*

Ouch!—"Mamma, can I borrow father's trousers-press?"

"Whatever for?"

"I want to play Spanish Inquisition with Helen!"—*Passing Show (London).*

Midnight Sun Moves South.—Sunshine returned to Los Angeles to-day, after a night of light rains, and will continue to-night and to-morrow.—*Los Angeles Herald.*

Prairie Contraband.—Chicago Cop—"What've you got in that car?"

Gangster—"Nothin' but booze, officer."

Cop—"I beg your pardon—I thought it might be history books."—*Life.*

Gates Ajar.—"Speaking of malapropisms," writes M. G., "I heard recently of a colored brother asking when his deceased neighbor was going to be 'interned.' 'She ain't goin' to be interned,' was the answer, 'de family done decided to have her incriminated.' "—*Boston Transcript.*

Picture Bride Wanted. — Personal Ladies! One Mexican gentleman of good manners and regular position, wishes intimate with an illustrated and handsome young lady, tho she were poor. The object is easily exchange their native language, and if it were possible, to marry themselves. Write in Spanish or English giving references to Anuncios, P. O. Box. 455, Mexico, D. F.—*Ad in the Mexico City Herald.*

In the Melting-Pot.—"Next."—"Who, me?" "Born?"—"Yes, sir." "Where?"—"Russia." "What part?"—"All of me." "Why did you leave Russia?"—"I couldn't bring it with me." "Where were your forefathers born?"—"I only got one father." "Your business?"—"Rotten!" "Where is Washington?"—"He's dead." "I mean the capital of the United States?"—"They loaned it all to Europe." "Now, do you promise to support the Constitution?"—"Me? How can I? I've got a wife and six children to support."—*Open Road.*